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Paris-to-Dakar

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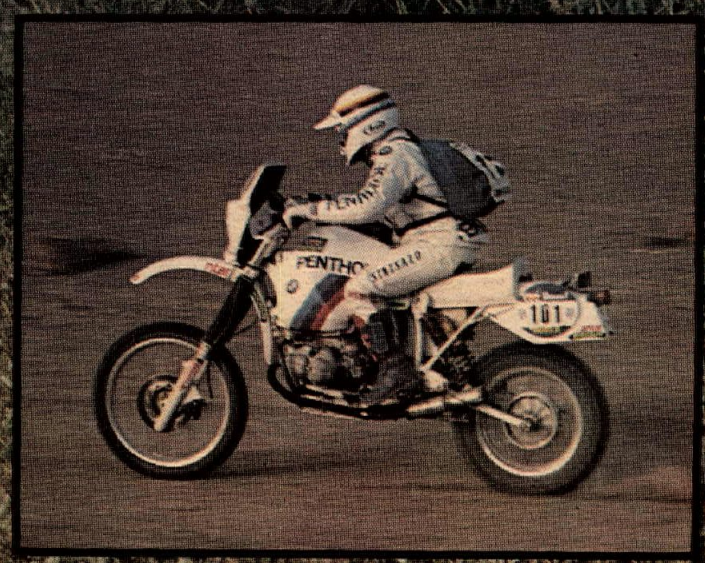
Houston ST/TT

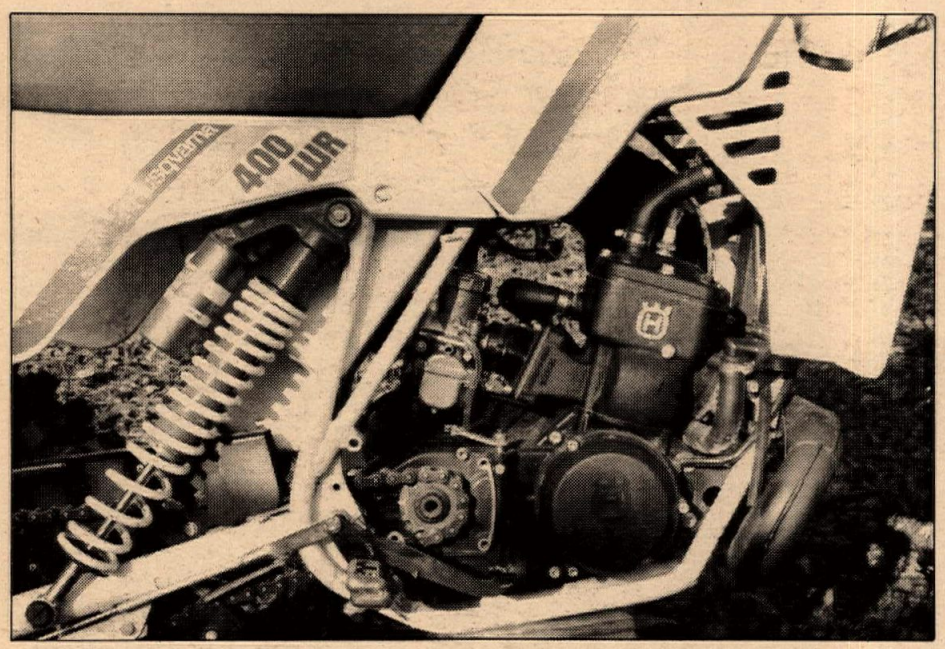
GNC Champs battle in the 'Dome



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



Husqvarna unveiled a new prototype enduro bike, the 400WR, at the SE&TRA Sumter (South Carolina) Enduro on Sunday, January 29. According to Husky's Dick Burleson, the liquid-cooled 400cc mill has a center exhaust port, a design similar to the 1984 250CR MXer, as well as dual radiators. The frame is a split cradle design, with suspension identical to that on the 1984 WR line, and a dry weight of approximately 235 pounds. Burleson added there was a "good chance" that Mike Melton would ride a 400WR at the first National Enduro of the season in New Idria, California, on February 19. Rumor has it that we could also see a 488cc version of the machine in MX form, complete with single shock rear suspension.

California riders be aware: The California Air Resources Board meets March 22 in Los Angeles to again consider the 1.0-gram-per-kilometer hydrocarbon emissions standard for street motorcycles, which was delayed for a year by the state legislature. The meeting will consider the original 1.0 limit, as well as three alternatives. The first would be to establish a 1.0-g/km "corporate average" for engine families over 280cc for each manufacturer. The second would be a split schedule — 1.5 g/km for the first 5000 units per calendar year, and a 1.0 scale for all additional machines. The final alternative is a 1.4 g/km "corporate average" for engine families of each manufacturer. This very-important meeting will be held in the auditorium of the State Building, 107 South Broadway, in Los Angeles. It begins at 10 a.m.

The AMA Board of Trustees and Class B (industry) members held meetings at Houston on February 3-4. Changes in the AMA by-laws included new titles for two board officers and AMA employee Ed Youngblood. Youngblood's title has been changed from executive director to president. John Hasty and Bill Baird, Class A (member) reps whose titles had been president and vice-president, are now the association's chairman and vice-chairman, respectively. Class B members approved the addition of a "trustee ouster" article to the association's code of regulations. That article gives the board the right to dismiss a member of the board if he is found guilty of conduct detrimental to the association. Newly named officers of the association are Jim Hansen of *Cycle World* who will serve as treasurer, Tim Hoelter of Harley-Davidson who will serve as assistant treasurer, and Northwest Region Class A rep Dal Smilie who was named secretary. Joining the board as trustees are Class B members Jim Duncan of Diamond Chain Company and Henry Fiola of *Motorcycle* magazine. The AMA closed its fiscal year on September 30, 1983, with 134,656 members, an increase of 2,678 members over 1982. The association's financial position remains strong and its operating reserve showed a $78,156 increase at fiscal year end. Declining interest rates and declining advertising revenue, plus an anticipated decline in revenue from the off-road market, had the association facing the prospect of operating with a deficit of over $160,000 in 1984. The recently announced dues increase, which goes into effect in March, and continued careful management will, according to Youngblood, insure the financial well-being of the association and the continued increase in member benefits.

Privateers versus the factory riders: New Honda teamster Ricky Graham, still letting his Houston TT win settle in, observed, "This is the first race I can remember where I don't split the purse with anybody." Steve Eklund, runner-up in that event, quipped over the "privateer's bonus:" "All the six packs I can buy."

Harry Lillie, who along with Works Performance's Gil Vaillancourt developed a single-shock short track/TT frame, sold 23 of them before the Houston doubleheader.

A street ride held in conjuntion with the races at Houston was a resounding success. Five hundred riders joined the "Ride Against Muscular Dystrophy," raising $2000 to help fight the disease.

Former Honda GP mechanic Stuart Toomey has signed with sponsor Bob McLain to prepare Rich Schlachter's RS500 for the National Road Racing Championship. Toomey says there is a possibility of some European races, particularly the Match Races and Imola.

HosPITal STOP: Team Honda's Danny "Magoo" Chandler was not as seriously injured as first thought, and in fact, is now recuperating at home. Chandler fell while practicing near his northern California home, and hit his lower face against a fence. Surgery was performed on Monday, January 30, to wire a broken jaw back together. After that Magoo came out of it quite quickly and was released from the hospital on Wednesday evening. Chandler also suffered three minor skull fractures, which were not considered significant by doctors. How long the freckle-faced speedster will be out of action is not known, but some expect him to be back on the track sometime in March. In the meantime, cards and letters can be sent to Chandler care of American Honda Motor Co., 100 W. Alondra Blvd., Gardena, CA 90247.

Hercules Distributing's Ted Lapidakis informs us that the motorcycle they distribute has a new name. The import from Germany, known previously as Maico, will now be called the M Star in the United States. Otto Maisch and his daughters, who lost control of organization last year, still own the rights to the name Maico in the U.S.

Honda's American road racing effort will only enter one factory rider in each of the two major classes. As it stands right now, Mike Baldwin will draw the Formula One assignment, and Fred Merkel will seek the Superbike crown. One major exception, however, will be Daytona, where current 500cc World Road Racing Champion Freddie Spencer will contest both classes. Honda's Phil McDonald told us that in addition to the factory effort, 1983 Superbike Support team members John Bettencourt, Sam McDonald and Roberto Pietri had purchased their bikes from last year, and the factory Superbike engines remain on sale.

Three Pacific northwest road race clubs — the Westwood Racing Club, the Washington Motorcycle Road Racing Association and the Oregon Motorcycle Road Racing Association — have agreed in principle to sponsor a northwest road racing series for 1984. Although many details still need to be thrashed out, a schedule and basic class structure are in place. Series events will be held at Portland International Raceway on April 22, Seattle International Raceway on April 29, Port Coquitlam, Canada, on May 13, Westwood on June 17 and back at Seattle on August 5. Another series race at Portland is also a posssibility. Classes will be 750cc Production, 600cc Modified Production, Superbike (AMA rules), Formula Two, Formula One/Open and Sidecar. For more information contact WMRRA President Chris Loomis at 206/362-3579 or write OMRRA at P.O. Box 13454, Portland, OR 97213.

The Washington Motorcycle Road Racing Association is busy in other areas as well. They have extended their Rider Clinic program for 1984. The program, which has been developed by WMRRA racers and Motorcycle Safety Foundation-certified instructors, is divided into three levels, Rider Clinics I, II and III. Level I, a prerequisite for other levels, is a classroom-oriented session that covers tech inspection, track safety, flags, cornering theory and tire technology. Level II takes riders onto a controlled riding range where braking and cornering skills are developed. Level III is a full-on race track practice session. For more details about fees and dates, phone 206/362-3579 or write to Rider Clinic, P.O. Box 80811, Seattle, WA 98108.

In other news from up north, B.C. Palace, Vancouver, Canada's new showcase stadium, will be the site of the Vancouver Supercross on April 22, and promoter Jan Musil is putting together a program of weekly speedway racing at Cloverdale Raceway in British Columbia. Riders are still needed for the program, so call 604/987-0641 if you feel like tossing a speedway bike sideways in the Great White North.

We're talking big-screen TV here. Part of the Houston Astrodome's ongoing $50 million renovation project is the installation of a giant color video screen at one end of the stadium. The TV was in operation for the Camel Pro races and besides showing fans a different view of the action and instant replays of exciting passes, crashes, etc., it came in handy for the racers as well. Short track runner-up Peter Hames mentioned that he knew Randy Goss was catching up because every time he came down the front straight, he sneaked a look at the screen! The ultimate in rear-view mirrors...

Aaahh, good news from Sacramento. Assemblyman Richard Floyd (D-Lawndale) has introduced AB2489, a motorcycle safety bill. The measure would create a fund for motorcycle safety by adding a $2 fee when re-registering motorcycles, and it calls for a board of motorcycle-knowledgeable people to administer it. AB2489 is reportedly backed by both the AMA and the Motorcycle Safety Foundation, so write a letter to your assembly representative and urge them to support it as well. Assembly members can be written to at the State Capitol, Sacramento, CA 95814.

Papa just got word from the North Bay M.C. that fliers advertising the club's March 25 Sawmill Enduro carried the wrong address to send entries to. The correct address is P.O. Box G, Fulton, CA 95439.

A recent conversation with Team Honda's MX manager Dave Arnold regarding Honda's meeting with InSport events during the 1984 motocross season. "We tried to convince InSport to reduce the number of Supercross races this year by three, but they declined. We're stuck in the middle of the InSport and AMA races, so we don't have much of a choice now but to ride all the indoor and outdoor events despite the heavy schedule." They will miss the AMA Supercross rounds at Talladega, Alabama, and San Jose, California, however.

Simpson Sports' carbon-fiber helmets, introduced to the press near the end of 1983, are being recalled. Simpson explained that their resin supplier gave them a formula that takes eight weeks to cure, and while it passes Snell standards a few days after manufature, becomes too brittle. Simpson says, "We have resolved the problem and are now going through another certification process." Only a few hundred of the helmets were actually let out, and Simpson is asking for their return.

The hot Husqvarna duo of Dan Smith and Dan Ashcraft did it again, taking the overall win in the SCORE Parker 400, held February 4 in the deserts of California and Arizona. It was their fourth straight win in major off-road competition, although it came at the expense of Honda riders Chuck Miller and Kevin Hopkins, whose bike expired on the final loop while in the lead. Second overall went to the Bill Boyer/Gary Jones Honda, and the Husky of Larry Roeseler and Kurt Pfeiffer overcame a nasty crash with the latter aboard for third overall. All three were on Open-class machines. Complete coverage next week.

AMA Grand National Champion Randy Goss, who previews this year's Camel Pro Series dirt track Nationals and the competition for his title in a feature beginning on page 18, is looked upon by many as a very consistent finisher who doesn't win many Nationals. Not true, according to the statistics. In the past five seasons, Goss has won 10 Nationals which places him third on the win list for that period behind Ricky Graham, with 11, and the 17 National wins of Jay Springsteen.

"My plans right now are to ride the Wednesday through Saturday (March 7-10) short tracks at Memorial Stadium during Cycle Week in Daytona," said Randy Goss. "If you want to sharpen your short track skills then there's no place better to do it. I enjoy the racing and I enjoy the fans."

"Rider organizations in dirt track have been tried before, but I think now is an important time to get together," said Gary Scott. "Tex Peel and myself have formulated some ideas for a group to be called the Professional Riders and Owners Group in order to bring both together and have a body to present views on changes or problems to the AMA. We want to work with the AMA to keep the sport growing and keep the costs

(Continued to page 4)

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ON THE FRONT PAGE: Views of the Paris-to-Dakar Rally as seen through the well-traveled lens of Patrick Behar's Nikon. A P-to-D report on p. 14

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VOICES

How fast?

According to Bill Boyce, AMA pro racing manager, he is unaware of the size of the Hawthorne race course. According to the Illinois Horse Racing Commission, and anyone who has seen a mile track, Hawthorne is not one mile but one and one-eighth mile around, measured near the pole. Now if my calculator isn't wrong, at the published elapsed time of the 1983 Camel Pro Series final of 15 minutes and 38 seconds, that computes to an average speed of 107.92 mph for the 28 and one-eighth miles run by winner Jimbo Filice.

Bill also said he is unaware of any records, past or present, set at that track. It seems to me Bill is just plain unaware! Unaware of the fact that, in order (reportedly), to trim the National schedule, he cut a short track (Santa Fe) dating back to 1961, in favor of an "established," dangerous track the likes of Hagerstown. What's up? A rookie wins a National so they axe it? Too many good races in the Chicago area? Punish Santa Fe promoter Howard Tiedt for shortening the only weekly dirt track schedule in America? Unaware? Come on, Bill.

RANDY WILLIAMS
Kirkland, IL

Back to the basics

For Pete's sakes, what's all this business about "Blockers" and "Shockers?" I think a few are forgetting just what enduros are all about. Throughout a year of competition or even in a single race I know of few riders who will not have to pass slower riders, or not find themselves in the situation of being passed in difficult sections by other, more skillful riders. A rider not able to stay on their minute is still doing the best he or she can and deserves respect for being out there trying.

As to passing, that's also part of the game. A slow rider in front is like any other obstacle on the course, you must get around them if you want to stay on time. Like timekeeping, passing is just a matter of skill. We are involved in a physical, competitive sport, and handlebars get clipped, riders fall down, and rocks get thrown (hopefully just by spinning rear tires). But rather than using all these fancy new words that do sound suspiciously like excuses, let's get back to using and abiding by some old ones like common trail courtesy and good ol' sportsmanship!

DANA BELL
Long Beach, CA

Motorcycle repair award

The following students received Outstanding Certification Awards for Basic and Advance Motorcycle Repair Classes from Citrus College in Azusa for the Fall semester; Nicholas Dechant, Al Donze, Lawrance Harris, Yolanda Martinez, Dennis Mullens, Chuck Tanberg and David Viollette—Congratulations! And remember, Basic class starts February 7 and Advance class begins February 9 for the Spring evening Semester.

For more information call 818/335-0521.

BOB SIRKEGIAN
Motorcycle Repair Instructor
Citrus College, Azusa, CA

Congrats

I would like to congratulate Shauna Hopkins on becoming the number one CRC Women's A Enduro rider in 1983. Shauna completely dominated the '83 enduro season, placing first overall in the Women's class in six of 11 events and placing second overall in the remaining events.

Shauna has proven herself to be an all-around rider, not only riding CRC enduros, but also riding District enduros, and CRC Grand Prix.

Shauna is currently in her senior year of high school and is employed by Cycle-Am. Once again, Shauna, congratulations and best wishes in 1984.

KIRK GARBER
Reseda, CA

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THE LATEST POOP
BY PAPA WEALEY

(Continued from page 3)

down. We plan to speak to the riders before or after the rider's meeting on both Saturday and Sunday (February 4-5) at Houston. I am actively soliciting input from both riders and equipment owners on the state of our sport." Scott can be reached at Houston or by writing to him at 4380 South Tecumseh Rd., Springfield, OH 45502.

We're told that Pabst will introduce a "private label" beer named Harley! Harley beer will reportedly be available at Daytona during Cycle Week, March 5-11.

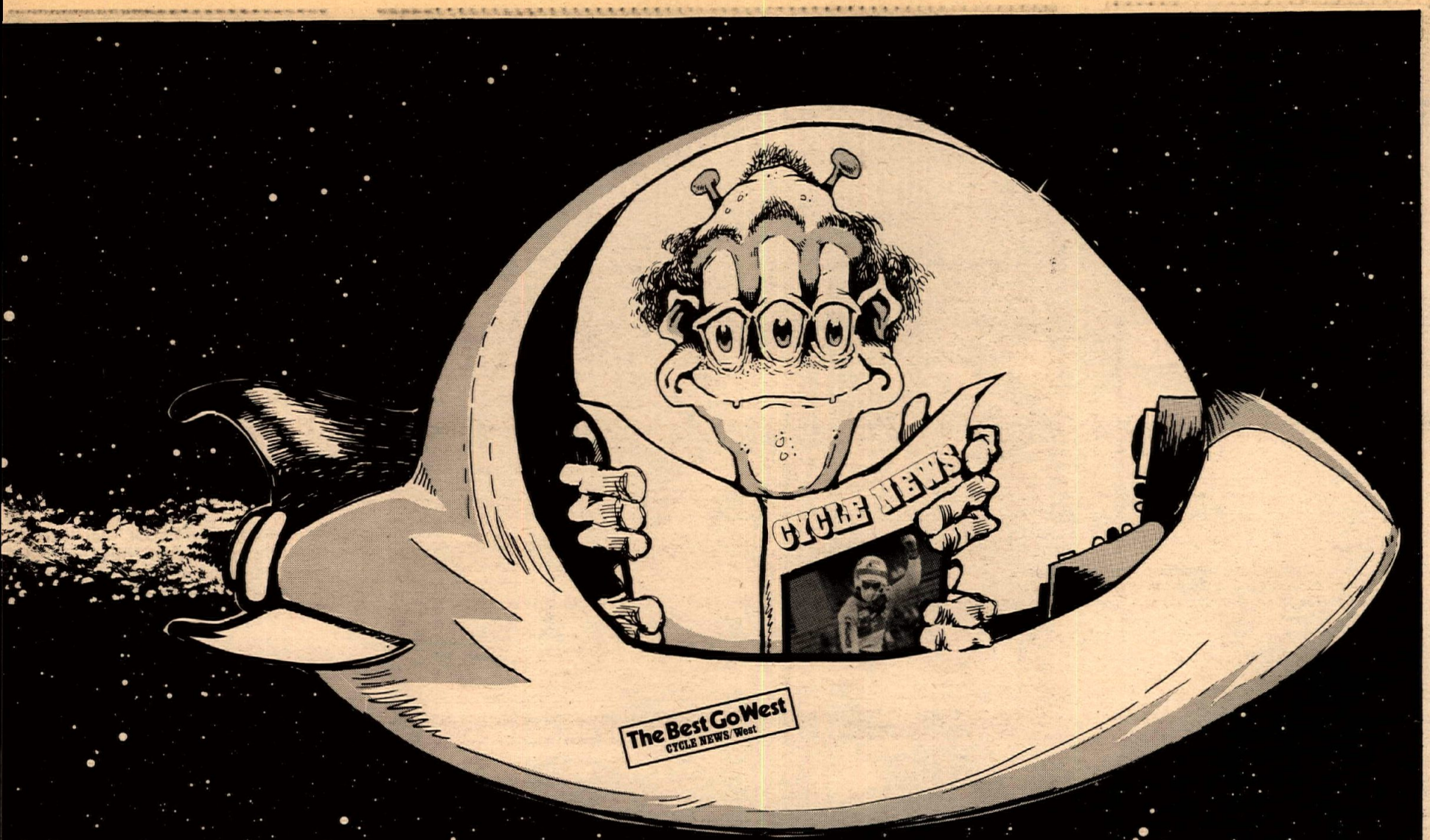
Champagne Travel is offering group tour packages to the Motocross and Trophee des Nations as well as a tour to the 59th International Six Days Enduro. The team MX tour of September 6-20 includes additional points of interest in addition to the September 9 500cc event in Ruskeasanta, Finland, and the 250cc event on September 16 in Varberg, Sweden. The tour for the October 1-6 ISDE in Assen, Holland, leaves on September 24 and returns on October 8. Complete information on both tours can be obtained from Champagne Travel,

We inadvertantly left off the results of the Junior National in our coverage of the Houston TT. The race finished as follows: 1. Chris Carr (W-R); 2. Michael Arthur (C-A); 3. Donald Estep (W-R); 4. Randy Bird (Yam); 5. Frank Sanchez (Hon); 6. Stephen Flach (H-D); 7. Robert McDonnell (Hon); 8. Charles Jacobs (W-R); 9. Roger Thompson (C-A); 10. George Minor (Yam); 11. David Miller (Hon); 12. Robert Lewis (Hon).

Look for more half mile racing in the state of Texas. Promoter Bob Bagwell says that he will run four half mile events at the Devil's Bowl Speedway near Dallas on February 26, March 18, April 22 and May 13. A race is also scheduled for Houston on March 25.

The AMA Championship Cup Series will be run under a completely new format and rule book. Riders holding competition licenses from any road racing organization, including professional riders, are eligible to apply for licensing. There are four Superbike, two Formula (Grand Prix), and Two Twins classes in the program which kicks off with a Daytona warm-up at Savannah, Georgia's Roebling Road on February 18-19. The series, which is run on a regional format, will culminate in an invitational Race of Champions at Daytona International Speedway in November. Along the way, riders will be competing for a total of $72,240 in prizes, made up of $59,340 in cash and $12,900 in trophies and other hardware items.

The June 30 event on the '84 Camel Pro Series schedule will be run at Allen County Fairgrounds in Lima, Ohio. •



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Randy Goss takes careful aim and showers photographers with a stream of champagne as he celebrates his Houston Astrodome short track victory.

AMA Grand National Championship/Camel Series: Round 1

Number one starts 1984 that way

By Dale Brown
Photos by David Edwards

HOUSTON, TX, FEB. 4

Harley-Davidson's Randy Goss began his second season of carrying the sport's most prestigious plate in fine style, lassoing the short track portion of the Bud Lite-sponsored Wild West Motorcycle Championships at the Houston Astrodome. Goss took the lead from sudden sophomore sensation Pete Hames halfway through the National, then went on to record the first victory under new AMA rules that allow 500cc four-stroke singles to compete on short tracks.

"The last time I came down here with the number one plate I didn't get past time trials in the TT, so it feels great to win this year," said Goss after it was all over. One other fact noted was that with this short track win, Goss has now amassed victories in all forms of AMA/Camel Pro Series dirt track racing. "That's great," grinned the victor, "I was kind of bummed out when I didn't do it last year."

With Hames finishing a strong second, third went to Harley's Jay Springsteen after a long fight with former champ Ricky Graham. Graham was a close fourth in his debut ride for Team Honda.

This first race under the new rules saw most riders go with 500cc machinery. Only a couple of riders made it past time trials on 250cc two-strokes, and only 1983 Houston Short Track winner Terry Poovey was able to get his into the National.

Approximately 20,000 fans were on hand as the AMA Grand National Championship began its 30th season. The event was promoted by Pace Management.

Time trials

Hank Scott, more well known for his mile track progress, turned up fast time on the Tex Peel-tuned Harley. Despite the fact that he hasn't ridden at Houston for two years, Scott stopped the clocks at 14.594. Honda's Bubba Shobert was second fastest at 14.696, followed by the Pioneer Trucking/Hi-Point/Megacycle/Lillie-sponsored H-D500R of Alex Jorgensen. Graham, Steve Morehead and Mickey Fay made up the remainder of the heat-race polesitters. The cut-off time for the 60-rider field was 15.187 seconds.

Heats

Hank Scott and rookie Dan Bennett battled for the lead on the opening lap, but then Rod Sullivan barged through to occupy second. Sullivan trailed Scott for five laps, but then the Mockbee/Champion/Kal-Gard Can-Am rider passed Scott and led it to the finish. Scott took the other transfer and Bennett led most of the others into the first semi.

Steve Eklund made his evening a little less memorable when, after crossing the line sixth, he tangled with two riders after the flag and crashed.

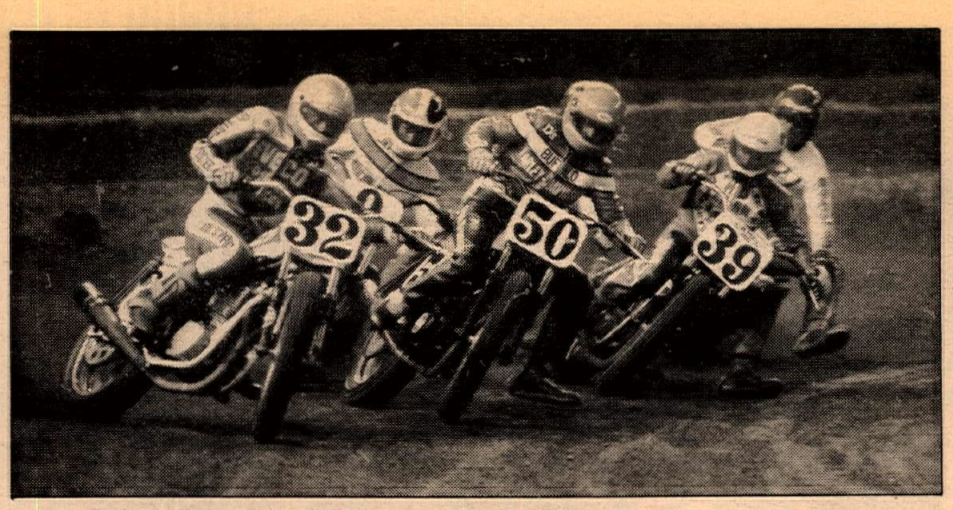
Pete Hames showed all of the brilliance expected him in his rookie season, leading the second heat wire to wire on the Iveco/HDE/Doherty/Simpson/Ketchie Can-Am. Shobert seemed to be a secure second, running in that position for nine laps as Goss made his way up toward the front. Third on the second lap, Goss waited until the late laps before closing in on Shobert and nailing him on the last lap. Shobert was yards in front of Tim Mertens, but short track heats only transfer two to the main.

On the second try for a heat-three start after someone jumped the gun, Honda's Doug Chandler charged into the point position, trailed by Poovey and the Shoei/Dallas Honda-sponsored two-stroke. Poovey stayed close to the '83 rookie of the year for five laps, then put an aggresive move on the youngster that gained the Texan the lead and straightened Chandler right up. The two then held positions as Alex Joregensen followed them home.

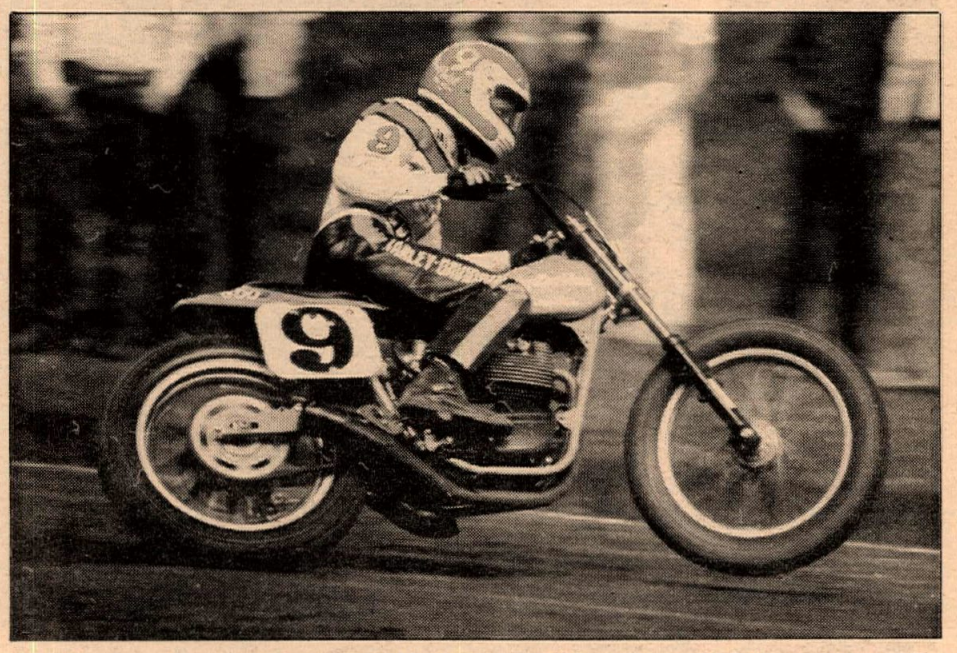
The fourth heat found Megacycle/Knight Frames-sponsored Ronnie Jones fastest off the line on his H-D registered single. Brett Barkman trailed initially, but Ricky Graham moved into second on lap two and soon was very close to Jones. It all came down to the final lap, where Graham edged past momentarily through turns 3-4, but then Jones had the momentum off the final corner to take the win by mere millimeters. Keith Day finished a distant third.

New York's Fran Brown was the star of the fifth heat, leading all 10

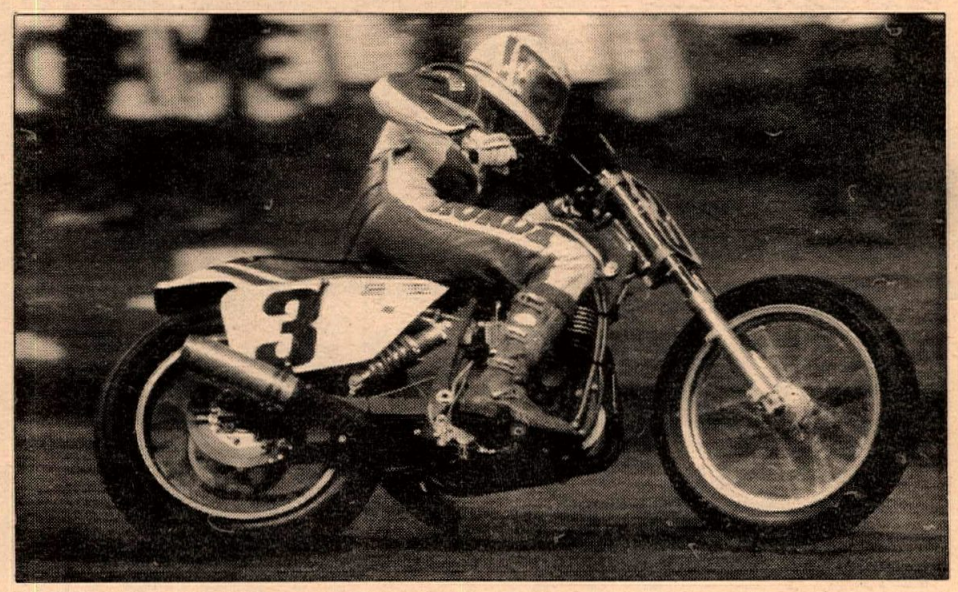
It took almost half the race for Goss to pass second-year Expert Pete Hames, but once he was past it was clear sailing. Hames hung onto second place.



Hames leads the start of the 25-lap final. Eighteen-year-old Hames got lightning-quick starts all night, although he admitted to a case of the nerves.



Jay Springsteen (above) rode Harley's traditionally styled thumper, while Ricky Graham (below) rode the new single-shock Honda. Both looked stylish.



laps on his Rochester Racing Can-Am. Brown bolted out of the hole first with Steve Morehead immediately behind. Washington's Randy Green, who had finished third here last year as a rookie, climbed to third by the third circuit. Youth overcame experience midway through the race as Green passed Morehead for second and made it stick, taking his Honda into the National behind Green.

Now riding a Wood-Rotax, Mickey Fay pulled the holeshot in the final heat. The good start didn't faze Jay Springsteen, who waited a lap before taking the lead, then ran away with the race. Fay held on to second with little trouble, while Rich Arnaiz finished third.

Semis

Only one rider would transfer out of each semi, which in the case of the first one, was a shame because two riders deserved something after their fine battle. It started out with Garth Brow getting his Honda to turn one first, with Ted Boody right behind him on a Harley. Boody closed right up on Brow, while Bubba Shobert took himself out of the race by crashing without major bodily damage on lap two.

On the third lap Boody took over the lead from Brow, and in the next three laps, pulled something of an edge. But then Brow suddenly came back and regained the magic spot. Despite all of Boody's best efforts, the transfer in this event belonged to Brow. Tim Mertens finished in third.

The second semi saw Scott Pearson, back for the first time since his bad accident last spring, pull a familiar move and nail the holeshot. But when there was a crash in turn one, the red flag came out. On the restart Pearson was caught out of gear and Steve Morehead led the way. It was an easy flag-to-flag win for the Ken Parker/KK Supply/Storz-sponsored Harley rider. Tom Maitland was second, and headed for the Last Chance.

Last Chance Qualifier

Tim Mertens, who was riding one of Ron Wood's bikes after realizing a two-stroke wasn't the hot set-up, had things go all his way in the Last Chance. Mertens led from the first lap to the last. Ted Boody ran second most of the way and put quite a bit of pressure on Mertens late in the race. However, Boody made a slip of sorts on the last lap and dropped to third behind Alex Jorgensen.

Junior National

Ron Wood had two riders entered in this first AMA Junior Championship in 11 years, and both were hot. In the 12-lap final, Chris Carr blitzed to the front of the pack with teammate Donald Estep second. Carr, who has won more AMA Amateur National dirt track titles than anyone we're aware of, stretched his lead through the remainder of the race, seemingly at will and looked quite invincible. Estep had an easy time holding second, as did Honda rider Robert McDonnell with third. After some discussion over fourth early in the race, it went to Yamaha-mounted Mike Arthur.

National

When the green dropped for the 25-lap National, Pete Hames got to turn one first. But Randy Green got such a great start from the second row that officials thought he ought to do it again, two rows back, and brought out the red flag.

Hames again made away from the line and into the lead, with Fran Brown, Terry Poovey and Jay Springsteen trailing him. A lap later and Springer had displaced Poovey, who then had to worry about Mickey Fay, Rod Sullivan and Goss.

Things were still sorting themselves out on the third lap, but on the following lap Fay, Randy Green and Doug Chandler were involved in a crash going into turn three. Fay was still down as the red flag halted the race. The other two were up and made the restart, but Fay was taken the the hospital for a quick check, where it was revealed that he was only shaken up slightly and had a mild concussion. He would compete the following evening.

A single-file restart was called with three laps being declared official. Off the restart it was still Hames in the lead, followed by Brown, Ricky Graham and Springsteen. A lap later and Goss had squirted through all the way to third.

By the seventh lap Goss was up to second, while new third-placer Brown had a battle coming up behind him comprised of Graham, Poovey and Springsteen.

Within three laps Goss was shaving rubber off Hames' rear tire, but the second-year Expert seemed to be holding his own, and stayed out front for another three laps to the halfway point. Goss then passed him, but Hames very quickly came back. It took the defending Grand National Champ another move to get back in front, but this time it was for good. Then he began to pull distance at a moderate rate.

Behind them the battle for third had narrowed to familiar race-track protagonists Graham and Springer. Green was holding fifth, followed by Poovey, Brow and Morehead.

Goss took the checkered with a comfortable margin on Hames, who in turn had breathing room on the battle for third. The battle raged all over the track, but Springsteen seemed to have the edge on the final two laps and took the position.

Behind them Brow worked up a couple of positions for fifth over Green and Steve Morehead. Poovey took eighth, followed by Brown and Tim Mertens.

"It was pretty hairy trying to put my bike where no one else was in the early laps," said Goss after it was all over. "After I got by Hames I changed my line a little because I knew where he was fastest and wanted to make it so he couldn't pass me there."

"I got a little tired after awhile," said Hames, adding, "I was still pushing it and I got out of shape, so I decided to slow down and go for the finish." ●

Results

25-LAP NATIONAL FINAL: 1. Randy Goss (H-D); 2. Pete Hames (C-A); 3. Jay Springsteen (H-D); 4. Ricky Graham (Hon); 5. Garth Brow (Hon); 6. Randy Green (Hon); 7. Steve Morehead (H-D); 8. Terry Poovey (Hon); 9. Fran Brown (H-D); 10. Tim Mertens (W-R); 11. Ronnie Jones (H-D); 12. Doug Chandler (Hon); 13. Rod Sullivan (C-A); 14. Hank Scott (H-D); 15. Mickey Fay (W-R).
No time due to restart.

12-LAP JUNIOR NATIONAL: 1. Chris Carr (W-R); 2. Donald Estep (W-R); 3. Robert McDonnell (Hon); 4. Mike Arthur (Yam); 5. Wiley Dureall (H-D); 6. Dan McDonnell (Hon); 7. Raymond Huddleston (Yam); 8. Terry Wahl (C-A); 9. Randy Bird (Yam); 10. Monte Hill (Hon); 11. David Miller (Hon); 12. Chad Felicio (Kaw).

Ricky Graham flew high in the TT National, high enough to soar to his fourth win in the last five Camel Pro Series events.

Steve Eklund qualified fastest, but couldn't catch Graham in the National and had to settle for second.

AMA Grand National Championship/ Camel Pro Series: Round 2

Graham gets serious in the 'Dome

By David Edwards
Photos by Dale Brown

HOUSTON, TX, FEB. 5

Ricky Graham, aboard his new Team Honda 600cc thumper, smoothly slid his way to the top placing at the 16th annual Houston Astrodome TT, notching the 12th National win of his career at the Budweiser Light-sponsored event.

Graham had to overcome fellow Team Honda rider Bubba Shobert, who took the early lead, and then hold off a charge by the always-tough-at-Houston Steve Eklund, but the 1982 Champ was up to the task and had a comfortable amount of breathing room at the checkered flag. Eklund, riding for Gardner Racing, was second and Shobert hung on to third place.

Finishing fourth after an inspired ride was defending Champion Randy Goss, who started on the back row of the 15-rider grid. The fourth-place points, along with those he received for winning the previous night's short track, put the Harley-Davidson factory rider in a tie with Graham for the early Camel Pro Series points lead. Graham finished fourth in Saturday's short track.

After the race Graham said that he no longer subscribes to the contention that the outcome of the Houston races doesn't have any influence on the rest of the Camel Pro Series year — that points earned at Houston are merely "bonus points." Perhaps remembering his desperate struggle for points late last season, Graham said, "I have a different outlook on this whole thing now. The points *are* important. Now I want to try harder earlier in the year."

Time trials

In a recent interview, Steve Eklund indicated that he was ready to put his recent racing troubles behind and mount a serious charge at another National Championship in 1984. Things got off to a bad start for Eklund in Saturday's short track, where he tangled with two riders in his qualifying heat, scraping up his elbow in the process, and failed to qualify for the main. The qualifying session for the TT saw a different Eklund. "I felt real bad about it last night, but I woke up in the morning and said, 'Let's forget about it and just to go on out there." And that's just what the 1978 Astrodome double winner did, posting the quickest time trials lap at 30.032 seconds, looking very stylist while doing it.

Graham was right there too, a few clicks of the stopwatch back at 30.055 seconds. Can-Am rider Pete Hames, a fast 18-year-old from California who surprised everyone but himself with a second-place finish in the short track opener, rounded out the top three qualifying times with a 30.217. Other notables in the top 10 were Scott Pearson, back on the Camel Pro circuit after extensive knee surgery last year, and relative unknown Fran Brown, a Harley-Davidson rider from Kings Ferry, New York.

Heats

Relative unknown status notwithstanding, Brown blasted his way to the front in the first 10-lap, 12-rider heat race, leading two guys by the names of Eklund and Goss. After a few pushes and shoves, Goss cleared away from Eklund and concentrated on Brown. On the third lap Goss powered his Rotax-bred Harley single around Brown in the track's large sweeping turn to take over first place, but he couldn't quite shake the persistent upstart.

Then on lap seven Goss lost his concentration and went down in the short sweeper after the jump and Brown found himself in the front-runner's spot once again. Goss was up quickly, rejoining the race in eighth place. "It just tipped over," Goss would sheepishly explain later.

In all the shuffling after Goss' fall, Brown was able to put some distance on Eklund's Lillie-framed Harley thumper, but it was apparent to the 20,000 fans in attendance that Eklund was making up the ground quickly. On the next-to-last lap Eklund flew off the jump alongside Brown, appropriated the better line through the following turn and had the win wrapped up. Brown was second and a steady Jeff Johnson put his Honda across the line in third place to take the last transfer to the main. Despite a determined effort on Goss' part, he couldn't get back in the top three and would have to win one of the semi-finals to transfer to the final.

Scott Pearson's comeback attempt was stymied in heat race two when his chain broke on the warm-up lap. In a show of sportsmanship, Harley-Davidson teamster Scott Parker braced his boot against Pearson's rear shock and gave him a high-speed push back to the pit area, where Pearson's crew hurriedly tried to fix the problem before the time allotted for repairs ran out. Pearson scampered back to the grid before the race started but officials deemed that the time limit was up, and Pearson's night was over.

The other drama in the second heat race was provided by the over-anxious clutch hands of Garth Brow, Ricky Graham and Scott Parker. All three riders jumped the start and were relegated to the penalty line. With his main competition 20 yards behind him, Terry Poovey had a relatively easy time putting his Harley out front at the start. Duane Gerrard and Richard Arnaiz followed. Parker, Brow and Graham had already started to erase their start debit and were up to mid-pack.

On the sixth lap former Team Honda rider Poovey had problems and slid down, letting Arnaiz into first and Gerrard into second. Graham and Parker had moved up to third and fourth. Poovey was dropped to seventh.

Arnaiz had an untouchable lead, but Gerrard came under pressure as Graham caught up with two laps to go. Graham got past the less-experienced rider, but instead of folding, Gerrard gathered himself up and passed Graham right back with a gutsy move in the tight left-hander before the start/finish straight. Graham followed going into the last lap, then sailed by Gerrard over the jump and went on to take second behind a very happy Arnaiz. Gerrard was third and Parker finished in fourth, one position out of a direct transfer.

Mike Gilkey, aboard one of the few Yamahas entered in a field dominated by Hondas and Rotax-engined bikes of various description, rocketed away with the lead in heat race three, only to have the holeshot negated when the race was red-flagged because of a crash that saw Rob Ely go down hard. Ely was taken to the hospital with a reported suspected concussion.

The Can-Ams of Pete Hames and

Bubba Shobert recovered from a crash the previous night to finish third for Team Honda.

(Above) Garth Brow (15), Randy Goss (1) and Scott Parker battle in their semi. (Below) Junior winner Chris Carr and tuner Ron Wood.

Alex Jorgensen were 1-2 on the restart, with Gilkey close behind. The big news, though, was who *wasn't* among the leaders. Harley-Davidson star and crowd favorite Jay Springsteen was at the rear of the pack and dropping back quickly. The 38-time National winner completed half a lap, then putted off towards the pits for the evening, the victim of suspected clutch trouble.

The finishing order for heat three read the same as the start order: Hames, Jorgensen, Gilkey.

Houston '84 was not kind to 1979 Astrodome TT winner Mickey Fay. Not only did he crash heavily during the short track, but he managed to unload twice in the fourth TT heat. The first get-off occurred in the first turn when Fay tried to get around leader Bubba Shobert. Fay's front tire appeared to skate for a moment, Fay went down and Jimmy Filice, following on the inside, was presented with a bike and a body in his path and nowhere to go but down. Filice was up quickly, and to everyone's surprise so was Fay. Shobert hammered into the lead again on the restart, with Filice, last season's Rookie of the

(Continued to page 25)

LIND'S EXPERIMENT WITH MONKEY SUCCESSFUL.

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Lo and behold, the next thing we knew, they had won the National Sidecar Championship. Again.

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If they switch to your plugs, they do it for only one reason.

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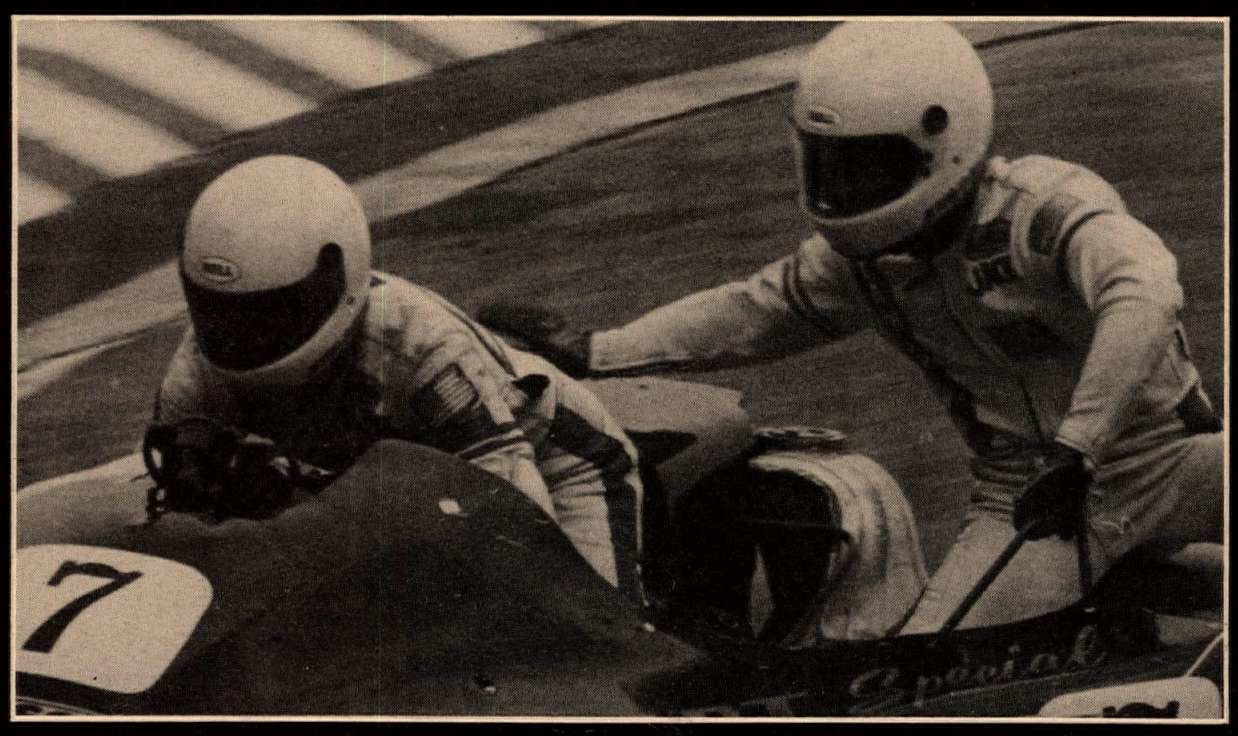


ND SPARK PLUGS

THERE IS A DIFFERENCE.

Johnny "O'Show" went home with top points in the 250cc class breaking a tie with Mark Barnett. Barnett was a no-show and dropped to third.

In the 125cc class, George Holland (27) gave Jeff Ward (1) fits all day long. Holland won the first moto but finished behind Ward in the second.

Rick Johnson (80) spent most of the second moto looking for a way around Hannah. Johnson finally got around him but O'Mara was already long gone.

CMC Golden State/Skoal Bandit Series: Round 4

Ward, O'Mara, Larson round 'em up at Sand Hill Ranch

By Kit Palmer

BRENTWOOD, CA, FEB. 5

At the fourth round of Continental Motorsport Club's Golden State/Skoal Bandit Series at Sand Hill Ranch, factory Kawasaki and Honda pilots Jeff Ward and Johnny O'Mara kept their winning wheels turning in the 125 and 250cc classes while Phil Larson, on a 1983 YZ490, broke works-Kawasaki rider Goat Breker's four-race winning streak in the 500cc class.

Even though Ward has dominated the 125cc class throughout the series, he had to work for his win this time over pesky Suzuki pilot George Holland. Holland and Ward traded firsts and seconds scores, but Ward won the tie-breaking second moto that snatched the overall away from Holland. O'Mara's win was relatively easy after dicing with teammate Bob "Hurricane" Hannah and Yamaha's Rick Johnson and Keith Bowen. Pretty much all that Breker could say at the end of the day was, "Today was just plain bad!" However, it was a great day for Larson who took the Open overall with a 1-2 tally.

80cc Expert

Shawn Kalos put his Honda to the front of the pack at the start of the first 80cc moto while Suzuki's Mike Healey and Yamaha's Eddie Hicks pursued closely. Gene Baldwin and Kyle Lewis rounded out the top five.

However, Kalos lost his lead by the end of the first lap after both Healey and Hicks slipped by. The next lap saw Healey and Hicks battle for the lead, which soon became Hicks'. Out in front, Hicks held the throttle to his Yamaha wide open and produced lap times only five seconds slower than the 125cc Pros on a track that took more than two minutes to cover. At that pace, nobody could catch the leader. Hicks took the win with a large distance over Healey, Honda's Scott Brown, Kalos and Mike Kiedrowski.

At the start of the second moto, Healey jumped to an early lead but lost the top spot to Brown and Hicks during the first lap. This time, Brown tried to fend off Hicks but crashed coming out of a banked turn. Brown managed to pick up his mount quickly but not until Healey had already roosted by. Hicks inherited a huge lead that took him to the checkered first. Healey again finished second ahead of Brown, Kiedrowski and Kalos.

125cc Pro

Holland, notorious for his good starts, holeshot the first 125cc Pro moto followed by Ward, Gary Bowman, Bader Manneh and Kurt Henricksen. Surprisingly, Holland gained a two-second lead over Ward by the end of the first lap, but a lap and a half later, Ward reeled in Holland and took over the lead. For the next three go-arounds, Holland stayed glued to Ward's rear fender and, again, the Suzuki pilot surprised the crowd by stuffing his mount underneath the leader in a tight turn after a steep downhill. At that time, Ward had problems pulling off a tear-off from his goggles and dropped a few seconds to Holland. A turn later, Ward pulled off his goggles and threw them to the ground. "I had to pull off my goggles," said Ward. "And when I did, my eyes filled with sweat which took a while to clear up."

That gave Holland almost five seconds on Ward by the next lap; however, Holland's lead grew to 13 after Ward crashed. "On a fast straight, I went over a dropaway and when I landed the front wheel must have hit a rut or something which jerked my

(Top left) Phil Larson broke Goat Breker's winning streak in the 500cc Pro class with a 1-2 tally. (Top) Johnny O'Mara (21) leads the 250cc Pro class at the start of the second moto. In pursuit is Bob Hannah (1), Jim Tarantino (11), Scott Rebuck (74) and Rick Johnson (80). O'Mara won both motos.

bars and pitched me on the ground hard," said Ward. Ward recovered, still in second.

By the end of the race, Holland's lead was cut to half by Ward. "I got a bit of a lead and then I started to slow," said Holland. "I should of kept up my pace, but I saw the white flag come out and I knew I had it made."

Holland took the win ahead of Ward, Manneh, Bowman and Rodney Smith.

Ward shot to the front of the pack at the start of the second moto with Holland, Manneh, Smith and Bowman in hot pursuit. During the first lap, Holland dove underneath Ward through an "S" turn section and took over the lead. Again, Holland jumped to a two-second lead over Ward which he held on to for three laps, until Ward outbraked Holland into a left turn and overtook the lead for good. "My shoulder is still pretty sore after the first-moto crash, so it took me a little while to get flowing again," said Ward afterwards. Holland finished second ahead of Smith, Kawasaki's Manneh, who spent almost the whole moto in an exciting dice with Yamaha-mounted Mike Beier. Beier finished fifth.

250cc Pro

Suzuki mounted Jim Tarantino out-gated the pack at the start of the first moto, closely followed by Team Tamm-back Australian Champ Jeff Leisk, Yamaha's Keith Bowen (a first-timer to the Golden State/Skoal Bandit Series), Hannah, Johnson and O'Mara.

Tarantino quickly leaped to a fair-sized lead over Bowen, who snuck by Leisk in an uphill during the second lap. However, on the next go-around, Tarantino slid out on a fast left turn, handing the top spot to Bowen. Tarantino had problems restarting his mount, and when he did, his throttle started to stick which put him out of the race. During the same lap, Hannah slipped by Leisk for second and set after Bowen. Hannah looking much more aggressive than in past races, reeled in and passed Bowen for the lead. Six laps into the race, Leisk dropped to fifth while O'Mara and Johnson worked their way into second and third. Bowen fell back to fourth.

A lap later, both O'Mara and Johnson put heavy pressure on Hannah and took over the first and second spot from Hannah; all in one turn. "I got real tired," said Hannah. "So I didn't bother blocking when I saw 'O'Show' behind me."

From that point on, it was a dogfight between O'Mara and Johnson. The battle lasted for five laps, then Johnson finally found a way around O'Mara. Unfortunately for Johnson, his lead was short-lived. A lap later his rear wheel started to collapse and put the Yamaha pilot out of contention. All the way to the checkers, O'Mara enjoyed a comfortable lead over Hannah, Bowen, Ross Pederson and Leisk. "This is the best I've felt yet," said Hannah after the moto. "And I'm going to get better!"

Moto two saw O'Mara jam into the lead ahead of Hannah, Tarantino and Johnson. During the first lap, Johnson put the move on Tarantino for third, then set his sights on Hannah. Johnson caught up to the Hurricane but couldn't find a way around him until half the race had already passed. "Bob's a good rider," said Johnson. "But he was making a few mistakes, so I had to pinpoint them and I finally got around him."

While Hannah and Johnson were busy fighting over second, O'Mara was cruising his way out in front. He crossed the finish line first ahead of Johnson, Hannah, Kawasaki's Billy Liles and Pederson. Hannah took second overall with his 2-3 tally while consistent rides by Canadian National Champion Pederson took third with a 4-5 combo.

500cc Pro

In the first moto, Phil Larson took an early lead ahead of Yamaha-mounted Scott Manning, Jim Ellis, Eric Eaton and Breker.

Larson quickly extended his lead while the rest of the pack battled. On the third lap, Breker looped his water-cooled factory Kawasaki up "Godzilla" hill which put him in 11th place and 30 seconds behind Larson. During the next couple of laps, Breker managed to work his way up through the field but couldn't gain any time on Larson. Near the end of the moto, Eaton slipped by Manning for the second position while Breker labored into fourth. Larson captured the win easily ahead of Eaton, Manning, Breker and Ellis.

Breker managed his first holeshot of the series in the second moto, but that didn't bother Larson too much. Even if Breker took the moto win, Larson knew all he had to do was finish second and the overall would be his. So Larson's second-place start was all he needed and he rode conservatively to the checkered flag. Breker easily took the win, but his win streak was snapped. "Today was just a bad day," said Breker afterwards. "It started when I crashed in practice and hurt my ankle. A rider ran into my bike and smashed the gas tank and messed up one of the radiators. We had to epoxy the gas tank and hoped it didn't leak. After all of that, I'm glad we still got second."

Honda-mounted Gary Semics took third in the second moto after dicing with Manning. Manning also succumbed to heavy pressure from Eaton, who finished fourth. Manning had to settle with fifth and fourth overall. Third overall went to Eaton. ●

Canadian National Champion Ross Pederson took third overall in the 250s.

Results

80 EX: 1. Eddie Hicks (Yam) 1-1; 2. Mike Healey (Suz) 2-2; 3. Scott Brown (Hon) 4-3; 4. Shawn Kalos (Hon) 3-5; 5. Mike Kiedrowski (Kaw) 5-4; 6. Gene Baldwin (Hon) 6-6; 7. Terry Bostard (Hon) 7-10; 8. Brad Kadau (Kaw) 11-7; 9. J.J. Taylor (Kaw) 10-8; 10. Junior Jackson (Kaw) 5-4; 11. Mike Pascarella (Hon) 8-12; 12. Steve Lamson (Kaw) 13-11; 13. Kyle Lewis (Kaw) 12-13; 14. Shaun Wooten (Hon) 14-14.

125 PRO: 1. Jeff Ward (Kaw) 2-1; 2. George Holland (Suz) 1-2; 3. Bader Mannah (Kaw) 3-4; 4. Rodney Smith (Yam) 5-3; 5. Mike Beier (Yam) 7-5; 6. Eric Kehoe (Hon) 8-6; 7. Danny Storbeck (Yam) 11-7; 8. Brian Manley (Hon) 10-9; 9. Doug Dubach (Suz) 12-8; 10. Tyson Vohland (Yam) 9-12; 11. Doug O'Donnell (Suz) 15-14; 12. Richard Halstead (Kaw) 14-17; 13. Gary Bowman (Suz) 4-18; 14. Dietmar Lacher (Suz) 19-13; 15. Doug Hoover (Yam) 18-16; 16. Fred Andrews (Yam) 29-10; 17. Billy Frank (Yam) 28-11; 18. Steve Vlahos (Hon) 27-15; 19. Stacey Cook (Kaw) 23-19; 20. Ron Turner (Cag) 13-30.

250 PRO: 1. Johnny O'Mara (Hon) 1-1; 2. Bob Hannah (Hon) 2-3; 3. Ross Pederson (Suz) 4-5; 4. Keith Bowen (Yam) 3-7; 5. Rick Johnson (Yam) 14-2; 6. Gary Semics (Hon) 6-8; 7. Jeff Leisk (Hon) 5-9; 8. Bowen (Yam) 3-7; 5.Manfred Schauble (KTM) 8-13; 9. Ludwig Reinbold (KTM) 10-14; 10. Ian FitzGibbon (Yam) 9-15; 11. Allen Silhanek (Yam) 17-12; 12. Scott Rebuck (Hon) 13-18; 13. Pete Hart (Hus) 12-20; 14. Shawn McConn (Yam); 15. Robert Laughlin (Kaw) 16-19; 16. Warren Hickman (Yam) 19-17; 17. Loren Shockey (Hon) 22-16; 18. Doug McRae (Hus) 15-23; 19. Billy Liles (Kaw) DNF-4; 20. Tim Krough (Hon) 18-22.

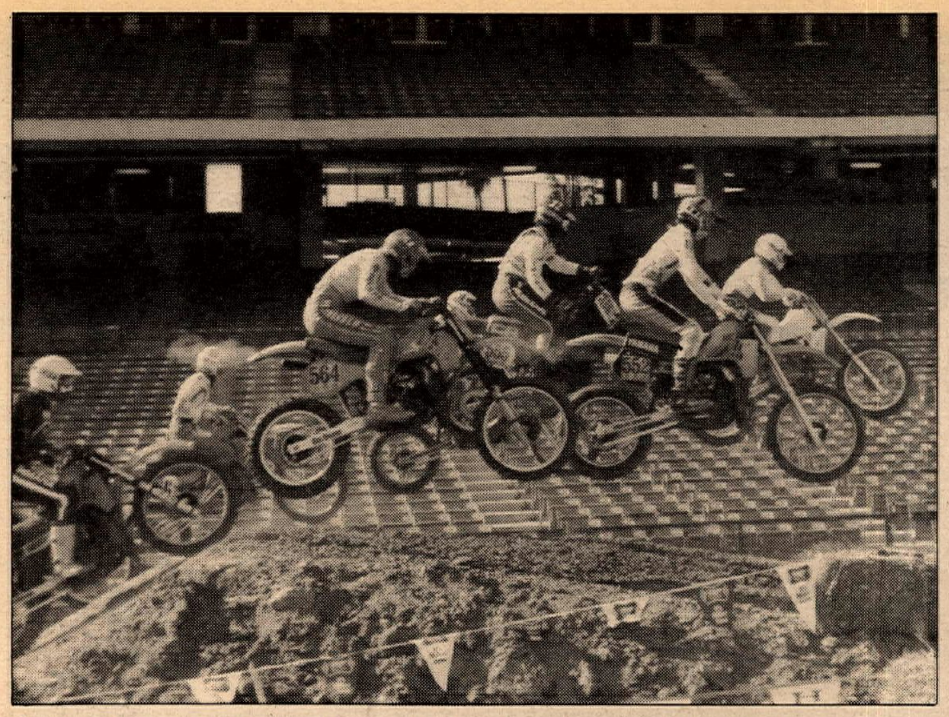
500 PRO: 1. Phil Larson (Yam) 1-2; 2. Goat Breker (Kaw) 4-1; 3. Eric Eaton (Hon) 2-4; 4. Scott Manning (Yam) 3-5; 5. Gary Semics (Hon) 7-3; 6. Jim Ellis (Yam) 5-6; 7. Peter Snorteland (Yam) 6-7; 8. Scott Sargent (Hon) 8-8; 9. Dave Coupe (Hon) 9-9; 10. Larry Dashiell (KTM) 11-10; 11. Tim Worth (Hon) 10-13; 12. Mike Jackson (Yam) 12-12; 13. David McLean (Yam) 14-11; 14. Gordon Ward Jr. (Hon) 16-14; 15. William Shary (Hon) 15-15; 16. Greg Zitterkopf (Kaw) 13-20; 17. Tom Moen (Yam) 18-17; 18. Michael Susslin (Hon) 20-18; 19. Gary FePillo (Yam) 24-16; 20. Kevin Green (Hon) 26-29.

POINT STANDINGS

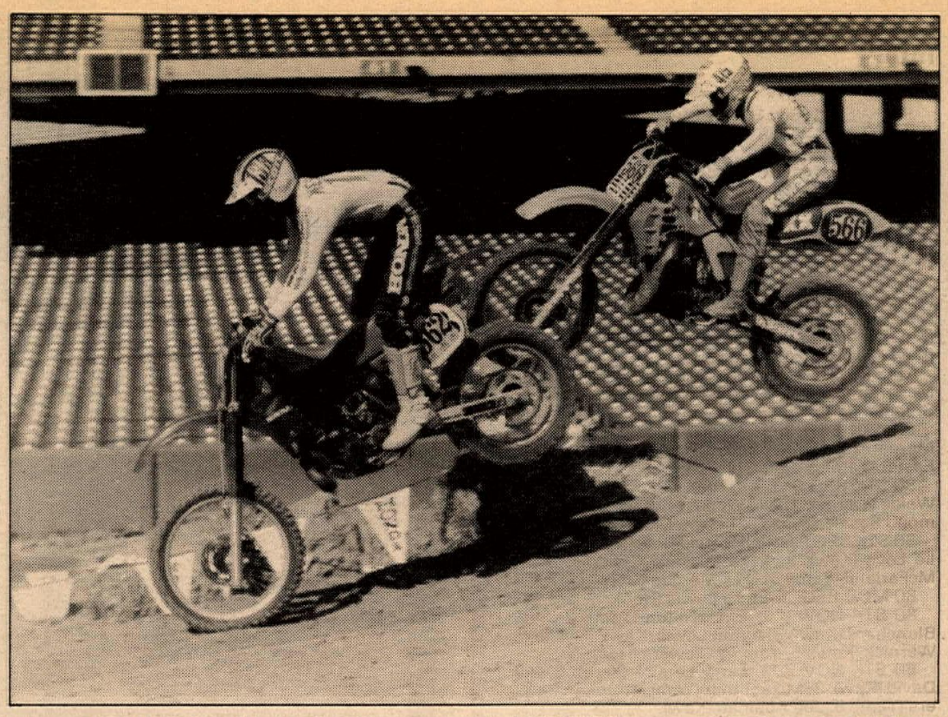
125cc PRO: 1. Jeff Ward 325; 2. George Holland 295; 3. Rodney Smith 249; 4. Danny Storbeck 234; 5. Mike Beier 231; 6. Rick Rhyan 220; 7. Gary Bowman 218; 8. Tyson Vohland 208; 9. Bader Manneh 195; 10. Doug Dubach 187.

250cc PRO: 1. Johnny O'Mara 286; 2. Rick Johnson 219; 3. Mark Barnett 204; 4. David Bailey 200; 5. Jim Tarantino 198; 6. Billy Liles 186; 7. Micky Dymond 160; 8. John Whelchel 154; 9. Jeff Schumacher 136; 10. A.J. Whiting 132.

500cc PRO: 1. Goat Breker 318; 2. Scott Manning 266; 3. (TIE) Peter Snorteland/Gary Semics 257; 5. Phil Larson 242; 6. Eric Eaton 229; 7. Scott Sargent 205; 8. Jim Ellis 183; 9. Greg Zitterkopf 168; 10. Michael Susslin 144.



Robert Mason (552) battles for the lead at the start of the 250cc Pro class. Todd Campbell went home with the class win.



Campbell (566) tries to find a way around Zoli Meszaros during the 250cc Pro race. Mike Fisher ended up second while Meszaros took third.

Campbell scores dual Pro wins at CRC Anaheim Amateur Supercross

By Tom Corley

ANAHEIM, CA, JAN. 29

Team Green/Klemm Research-backed Todd Campbell played the high roller in the California Racing Club's Amateur Supercross at Anaheim Stadium. Campbell diced twice and landed the money in both the 125cc and 250cc Pro classes. Taking another money win was International Yamaha rider Mark White, who swept both rounds of the 500cc Pro contest.

The 125cc Pro class featured 17 riders in all with only one division necessary. Yamaha/O'Neal rider Kurt Henricksen is becoming a potential threat in the 125cc Pro class. This rider took a top-moto finish in the recent Trans-Cal, and with the start of today's 125cc Pro race he held the early lead. The Honda Himalayas was where the lead changed hands as Todd Campbell shot past Henricksen. It was then Campbell, Henricksen and Mike Fisher from Honda/Maxima. Soon, Fisher put the pressure on Henricksen and took away second place. Fisher set out after Campbell but didn't get closer than about eight bikelengths. For this moto it was Campbell with the win. Fisher settled for second ahead of Henricksen, who allowed those two riders to squeeze past. Coming all the way from Phoenix, Arizona, was Robert Mason who captured fourth. Riding for Yamaha of Goleta Jon Ortner hooked fifth place.

Avoiding the difficulty of passing other riders, Campbell took the holeshot in the final moto of the 125cc Pro class. Maxima rider Terry Fowler took a DNF in the first round but came back swinging in the final. He put his Honda into second place behind Campbell. Then some pressure was being applied by Fisher who succeeded to make the pass and take second away from Fowler. Campbell built up a substantial lead and the going was easy for him. Fisher secured second place over Fowler, Mason and Henricksen.

Except for the first lap of the opening round when he trailed Henricksen, Campbell's performance was flawless. Two firsts earned Todd the top money prize. Campbell was a top Mini Expert and only has one year of experience in the 125cc Pro class. Mike Fisher was most consistent and held a pair of seconds for that overall position. Mason made his long trip from Arizona worthwhile as he won the third-place money with a 3-1 tally. Henricksen and his holeshot performance earned him fourth-place the third-place money.

Campbell only has one year's worth of experience in the 125cc Pro class, and less than two months experience in the 250cc Pro class. This did not hinder him from winning either contest. With the start of the first moto of 250cc Pro racing it was Ian FitzGibbon taking the holeshot. Campbell was right behind FitzGibbon and chose the Honda Himalayas to make the pass just like he did in the 125cc Pro first round. Campbell held the lead but didn't have it made as O'Neal-rider Zoli Meszaros flew past Campbell on a set of jumps called the Motocross Action plunge. It was a grudge race between Campbell and Meszaros. Campbell became vengeful and zapped Meszaros through the KMET Rockers. From that point on Campbell built up a substantial lead. Meszaros maintained second place. FitzGibbon managed third after allowing both Campbell and Meszaros to soar past him. Mike Fisher, known as "Mr. Mike," placed fourth. Fifth was Robert Mason.

Fisher was the man to beat in the final moto of the 250cc Pro class. Fisher held the lead over Val Tamietti, having "Finally on a Honda" on his pants, with Campbell in third. Campbell worked past Tamietti over the KMET Rockers to control second place. Todd set out after Fisher and started to gain some yardage when he made a few mistakes. Campbell displayed a feet-off-the-pegs style of racing and allowed Fisher to increase his lead. Tamietti maintained third place over Meszaros and FitzGibbon.

Campbell is certainly a newcomer in the 250cc Pro class, yet he left with the top cash prize. His 1-2 tally did the winning trick. Fisher held a 4-1 hand for second. Meszaros landed third with a 2-4 tally. Fourth was FitzGibbon. Taking the fifth and final cash award was Tamietti.

Mark White had a very clean win in the 500cc Pro class. White stayed ahead in both motos for an uneventful race. Don Sievertson took his Pasadena Honda to the runner-up spot in both motos. Coming from Tucson, Arizona, was James George who went 4-3 for the day and took third. Dave Foltz placed fourth.

There were nine final events after the two motos. By this time the lights were fired up and it became a night race. The 80cc Stock Beginners had three divisions. The top seven riders from each division met in the final. David Noel placed third in his division one race after winning the first moto and having a bad second moto. In the final everything went his way. Noel took the early lead. Charlie Love was in second and displayed his feet-off-the-pegs style as he headed over the Miller High Life Mountain. David Wodaszewski held down third place. The positions altered by the end of the race with the exception of first and second that was being held by Noel and Love. Mike McBride advanced to third. Jason McFarland moved up to fourth. Nick Morgan was fifth.

Yamaha held down the top positions with the start of the 80cc Stock Novice final. Dugan Sanders took the holeshot over Mike Bitner and Erick Hilton. Over the Coca-Cola Catapult, Hilton passed Bitner to take over second place. Hilton managed to pass the leader Sanders on a turn before the Catapult on the next lap. It was then Hilton, Sanders and Bitner. Kawasaki-mounted Sean Blanchard destroyed the Yamaha rally when he passed Bitner to take over third. Bitner settled for fourth, with fifth going to Scott Carey.

Jody Tapia took the holeshot and led in the 125cc Beginner final. Tapia looked over his shoulder while hauling down the straight going towards the Honda Himalayas and saw the "Flying Ghost" Robert Makimoto moving up. Over the Coca-Cola Catapult, Makimoto took the lead. Through the KMET Rockers Billy Paugh set back Tapia to third place. Around the Dirt Bike Super Berm, Paugh set up Makimoto and took away the lead. With one lap to go Makimoto regained the lead as he passed Paugh heading towards the Super Berm. It was Makimoto, Paugh, David Hoffman, Greg Shaha and Brian Calhoun.

Danny Endres took the lead with the start of the 125cc Novice final. Chris Sparks was in second with Gary Lacy in third and eventual winner Dallen McKenney in fourth. Lacy was on the gas and advanced on the leader Endres. He tried to slide past him through the KHJ-TV Towers but failed and bailed hard. Soon McKenney took over the lead from Endres and Sparks. Then Sparks passed Endres in mid-air over the Miller High Life Mountain. At the finish, it was McKenney, Sparks, Endres, Scott "The Kid" Murphy and John Matiasevich.

The 125cc Intermediate final saw John Davis and Frankie Brundage get squeezed off to the side of the track at the Dirt Bike Super Berm. Dennis Parker from Phoenix, Arizona, took the lead over a duo of Arizona riders Bryan Bruner and then Shaun Kalos. "Wild" William Surratt ran in fourth. These riders held to their positions and finished that way.

Bart Jordan grabbed the lead with the start of the 250cc Beginner final. Aron Briggs cruised in second place. Soon, Briggs took first place away from Jordan, who started to drop back. Briggs continued with the lead over Jerry Sherer, Rich Michalic, Jordan and Tom Baker.

Rick Pickering took the lead in the 250cc Novice final. Behind him was Denny Davidow, a top contender in the Golden State Series. While still on the first lap, Davidow swiped the lead away from Pickering. A three-man battle for second place developed. Pickering was pushed back to fourth as Steve Coster took second place and Ken DeKoning clinched third. Brett Manley rounded out the top five.

Brandon Schneider took the holeshot and the win in the 250cc Intermediate race which was the final event of the night. Steve Piattoni followed in second over Tom Brown. Mark Harwell worked past Brown to

take third place. Chris Shaw placed fifth. ●

Results

PEE WEE: 1. Eric Hawes (Yam); 2. Patrick Wade (Yam); 3. Jeff Willoh (Yam); 4. Brad Schultz (Yam); 5. Billy Yaiko (Yam).

60 0-8: 1. Damon Huffman (Kaw); 2. Eric Hawes (Kaw); 3. Eric Hawes (Kaw); 4. Joshua Liscum (Yam); 5. David Ochoa (Kaw).

60 NOV: 1. Dennis Dahlin (Kaw); 2. Ryan Doty (Kaw); 3. Justin Rich (Kaw); 4. Robert Ringus (Yam); 5. Joey Curtis (Kaw).

60 INT: 1. Sean Thornton (Kaw); 2. Greg Wine (Kaw); 3. Robert Nabor (Kaw).

60 EX: 1. Jimmy Button (Hon); 2. Bubba Erickson (Kaw); 3. Tommy Clowers (Hon); 4. Buddy Antunez (Kaw); 5. Joel Tokarsky (Kaw).

80 STK BEG 1: 1. Mike McBride (Hon); 2. Jason McFarland (Yam); 3. David Noel (Kaw); 4. Robert Shipman (Yam); 5. John Restivo (Kaw).

80 STK BEG 2: 1. Mark Easley (Kaw); 2. Nick Morgan (Hon); 3. Shawn Slayton (Kaw); 4. Jim Easter (Yam); 5. Jeff Ohlson (Kaw).

80 STK BEG 3: 1. Charlie Love (Kaw); 2. Patrick Weide (Yam); 3. David Wodaszewski (Kaw); 4. Raymond Rosales (Suz); 5. Robbie Clauss (Kaw).

80 STK BEG FINAL: 1. David Noel (Kaw); 2. Charlie Love (Kaw); 3. Mike McBride (Hon); 4. Jason McFarland (Yam). 5. Nick Morgan (Hon).

80 MOD BEG: 1. Stacy Lewis (Hon).

80 STK NOV 1: 1. Erick Hilton (Yam); 2. Sean Blanchard (Kaw); 3. Aaron Lewis (Kaw); 4. William Warnick (Kaw); 5. Tommy Clowers (Hon).

80 STK NOV 2: 1. Larry Lemire (Yam); 2. Jeff David (Kaw); 3. Mike Bitner (Yam); 4. Dugan Sanders (Yam); 5. Joe Abbinati (Kaw).

80 STK NOV FINAL: 1. Erick Hilton (Yam); 2. Dugan Sanders (Yam); 3. Sean Blanchard (Kaw); 4. Miek Bitner (Yam); 5. Scott Carey (Kaw).

80 MOD NOV: 1. Mike Bitner (Yam); 2. Aaron Lewis (Kaw); 3. Al McFall (Kaw); 4. Chris Young (Yam); 5. Sean Blanchard (Kaw).

80 STK INT: 1. Dax Billings (Yam); 2. Craig Miller (Kaw); 3. Mike Sandoval (Kaw); 4. Steve Furuya (Kaw); 5. Alan Pierce (Kaw).

80 MOD INT: 1. Alan Pierce (Kaw); 2. Mike Bailey (Kaw); 3. Steve Furuya (Kaw); 4. Craig Miller; 5. Denton Campbell (Yam).

80 STK EX: 1. Bobby Moore (Kaw); 2. Robby Gordon (Kaw); 3. Robert Naughton (Hon); 4. Kyle Lewis (Kaw); 5. Mike Young (Yam).

80 MOD EX: 1. Shaun Kalos (Hon); 2. Mike Young (Yam); 3. Gene Baldwin (Hon); 4. Craig Nielsen (Kaw); 5. Mike Pascarella (Hon).

125 BEG 1: 1. Jody Tapia (Yam); 2. David Salinas (Hon); 3. David Hoffman (Hon); 4. Brian Calhoun (Yam); 5. Loren Pochirowski (Hon).

125 BEG 2: 1. Bill Gilbert (Yam); 2. Robert Makimoto (Yam); 3. Billie Paugh (Yam); 4. Philip Wurster (Hon); 5. Greg Shaba (Hon).

125 BEG 3: 1. Todd Johnson (Suz); 2. Mike Smith (Hon); 3. Pentti Jussila (Yam); 4. Rich Banlowe (Yam); 5. John Grudynski (Yam).

125 BEG FINAL: 1. Robert Makimoto (Yam); 2. Billie Paugh; 3. David Hoffman (Hon).

125 NOV 1: 1. Gary Lacy (Hon); 2. Dallen McKenney (Hon); 3. Bily Nielsen (Hon); 4. Tim Telford (Hon); 5. Danny Endres (Yam).

125 NOV 2: 1. Curt Trimble (Hon); 2. Craig Ayers (Kaw); 3. Murray Shackelford (Hon); 4. John Matiasevich (Hon); 5. Ted Murphy (Yam).

125 NOV 3: 1. Chris Sparks (Kaw); 2. Steve Thetford (Hon); 3. Mark Davenport (Suz); 4. Michael Herrle (Hon); 5. Brian Werle (Kaw).

125 NOV FINAL: 1. Dallen McKenney (Hon); 2. Chris Sparks (Kaw); 3. Danny Endres (Yam); 4. Scott Murphy (Kaw); 5. John Matiasevich (Hon).

125 INT 1: 1. Dennis Parker (Yam); 2. William Surratt (Hon); 3. John Conney (Kaw); 4. Jeff Matiasevich (Hon); 5. Bryan Bruner (Kaw).

125 INT 2: 1. Shaun Kalos (Hon); 2. Keith O'Neal (Hon); 3. Frankie Brundage (Kaw); 4. Trey McFarland (Yam); 5. Greg Bender (Jon).

125 INT FINAL: 1. Dennis Parker (Yam); 2. Bryan Bruner (Kaw); 3. Shaun Kalos (Hon); 4. William Surratt (Hon); 5. John Conney (Kaw).

125 PRO: 1. Todd Campbell (Kaw); 2. Mike Fisher (Hon); 3. Robert Mason (Yam); 4. Kurt Henricksen (Yam); 5. Jon Ortner (Yam).

250 BEG 1: 1. Jerry Sherer (Kaw); 2. Bart Jordan (Hon); 3. Ron Burrows (Suz); 4. Mark Dennis (Hon); 5. Scott Jones (Suz).

250 BEG 2: 1. John Stavros (Hon); 2. Tom Baker (Kaw); 3. Patrick Mullis (Hon); 4. Steve Ferris (Suz); 5. Kenny Behm (Suz).

250 BEG 3: 1. Steve Berry (Yam); 2. Rich Mihalic (Hon); 3. Aron Briggs (Hon); 4. Gary Devlin (Hon); 5. Steve Christensen (Kaw).

250 BEG FINAL: 1. Aron Briggs (Hon); 2. Jerry Sherer (Kaw); 3. Rich Michalic (Hon); 4. Bart Jordan (Hon); 5. Ed Drexler (Hon).

250 NOV 2: 1. Anthony Garnica (Hon); 2. Steve Coster (Hon); 3. Kris Wilcox (Hon); 4. Corey Gash (Yam); 5. Ed Tashjian (Suz).

250 NOV 3: 1. Dave Graff (Hon); 2. Rich Pickering (Yam); 3. Kenny DeKoning (Hon); 4. Brett Manley (Hon); 5. Clayton Hall (Yam).

250 NOV FINAL: 1. Denny Davidow (Yam); 2. Steve Coster (Hon); 3. Ken DeKoning (Hon); 4. Rick Pickering (Yam); 5. Brett Manley (Hon).

250 INT 1: 1. Casey McCoy (Hon); 2. Ron Economu (Yam); 3. Tony Seibert (Hon); 4. Bobby Lakey (Kaw); 5. Anthony DeBenedetti (Yam).

250 INT 2: 1. Steve Piattoni (Hon); 2. Mark Harwell (Suz); 3. Larry Cravens (Hon); 4. Larry Woodhouse (Hon); 5. Tim Kennedy (Yam).

250 INT FINAL: 1. Brandon Schneider (Cag); 2. Steve Piattoni (Hon); 3. Mark Harwell (Suz); 4. Tom Brown (Hon); 5. Chris Shaw (Hon).

250 PRO: 1. Todd Campbell (Kaw); 2. Mike Fisher (Hon); 3. Zoli Meszaros (Hon); 4. Ian FitzGibbon (Yam); 5. Val Tamietti (Hon).

500 BEG: 1. Jimmy Peters (Yam); 2. Terry Anferson (Hon); 3. Eric Barr (Hon); 4. Matt Radeck (Suz); 5. Mike Sheldon (Suz).

500 NOV: 1. Kenny Safford (Hon); 2. Gregory Berg (Mai); 3. Pat Dolan (Hon); 4. Mike West (Hon); 5. Don Cline (Suz).

500 INT: 1. Rich Callahan (Hon); 2. Karl Holmberg (Hon); 3. Larry Noel (Yam); 4. Tim Kennedy (Yam); 5. Steve Fortune (Hon).

500 PRO: 1. Mark White (Yam); 2. Don Sievertson (Hon); 3. James George (Kaw); 4. Dave Foltz (Hon).

VET JR: 1. Doug Hilton (Yam); 2. Patrick Jones (Hon); 3. Clive Cheffins (Hon); 4. Robert Cooke (Hon); 5. Bryan DeWald (Yam).

VET INT: 1. Larry Noel (Yam); 2. Tim Kennedy (Yam); 3. Jim Smith (Yam); 4. Errol Ledue (Suz); 5. Dennis David (Yam).

VET EX: 1. Jim O'Neal (Hon); 2. Ray Simmons (Suz); 3. Ron Tuzinsky (Yam).

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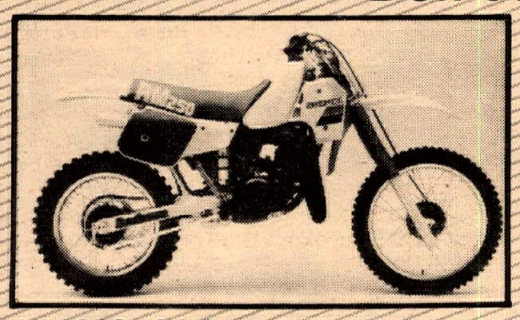

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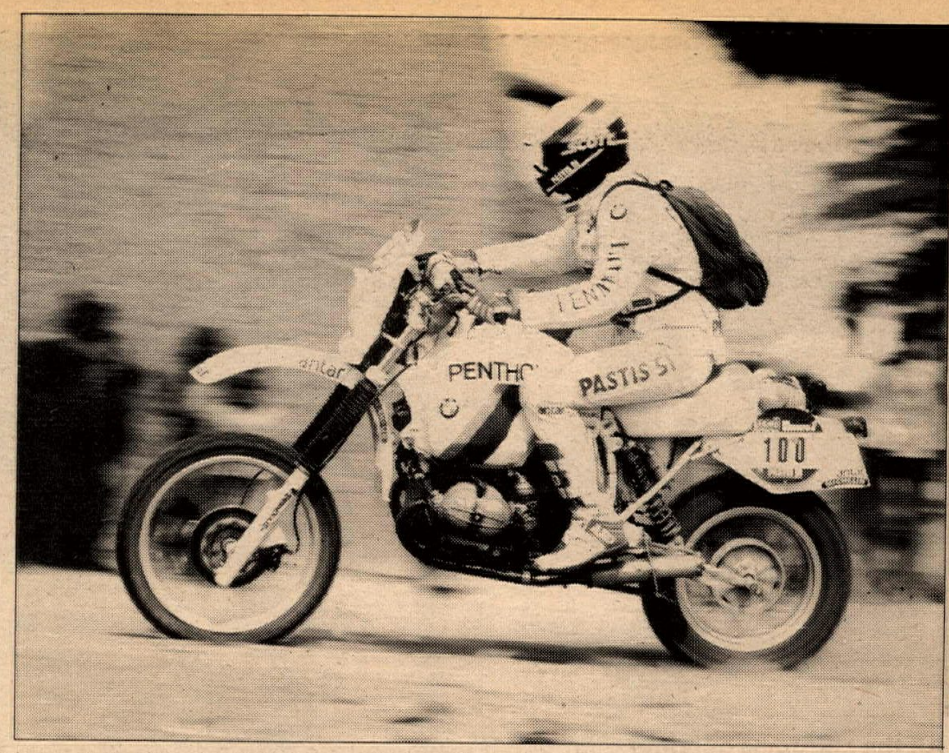
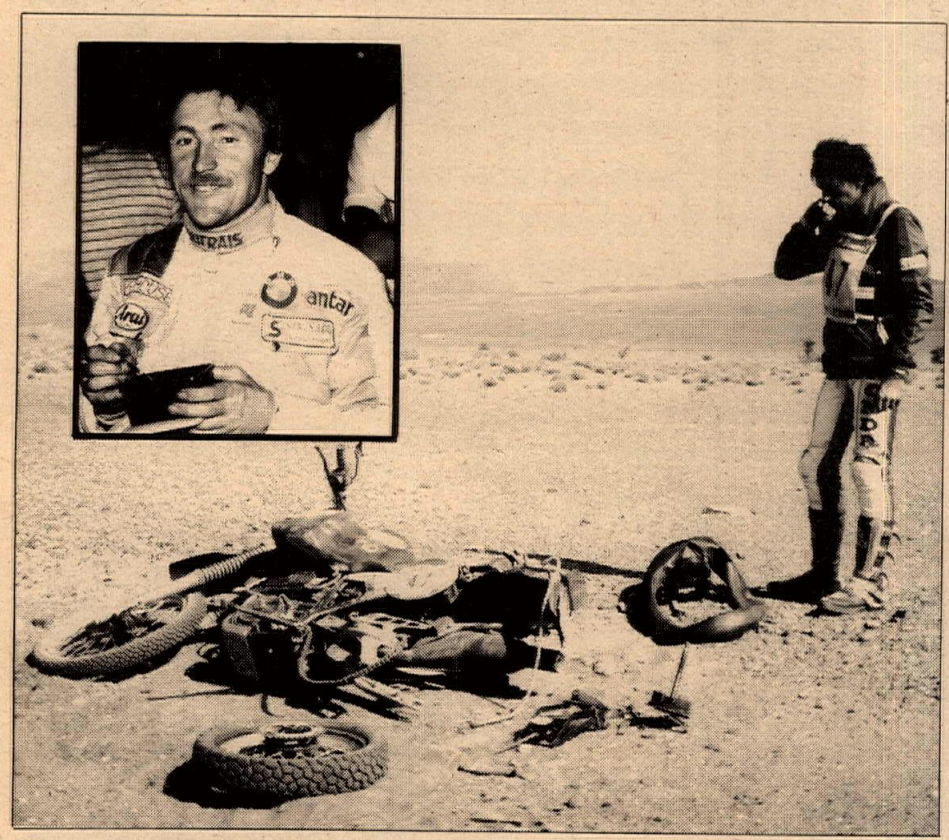
Phillipe Vassard's Baja experience came in handy in Africa. He placed his 600cc Honda in third, first non-BMW.



Hubert Auriol, aboard the second-place BMW 980, scorches through a village. Like many riders, Auriol wore full leathers.



(Inset) Winner Gaston Rahier celebrates the end of a hard day's ride. (Above) Frustration means having 25 tire punctures in one day.

Typical Paris-Dakar equipment includes monster gas tank, large headlight, and extra packs for both bike and rider.

Sixth annual Paris-to-Dakar Rally

Gaston on the gas for 20 days, 7000 miles

By Patrick Behar

PARIS, FRANCE/DAKAR, SENEGAL, JAN. 1-21

Though it seems that Japanese manufacturers dominate all forms of motorcycle racing, it seems that they have difficulties reaching their goals in desert races. Baja and most other American desert races are very often won by Husqvarna, which has just about given up on most other kinds of racing; and in the Paris-to-Dakar Rally, a 7000-mile desert race in Africa that lasts 20 days. Neither Honda nor Yamaha can manage to beat the BMW team.

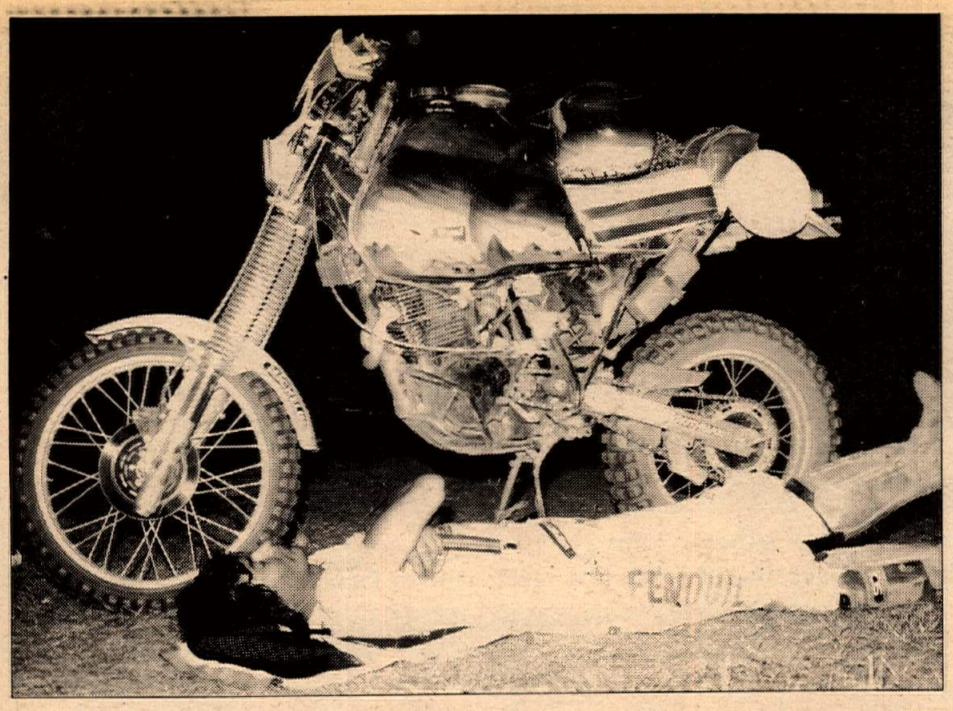
Just like Husky here, over there BMW concentrates on the Paris-Dakar. They came to the last Baja 1000 and will do the 500 and 1000 this year, but mainly they do the Paris-to-Dakar, which has a tremendous value in Europe and helps the German manufacturer with its image and helps them sell street bikes based on the reliability factor.

Both Honda and Yamaha had their 600cc XR and TT singles, specially prepared for this year's edition of the Paris-Dakar. Honda had a five-man team while Yamaha went with three riders. All of them were either experts in desert racing or new motocross stars like Jackie Vimond, a young Frenchman who is campaigning the 125cc World Championship for Yamaha France. The head of the French Yamaha distributor, Jean Claude Olivier, was also on the team along with Serge Bacou, a long-time enduro and desert racer. The Yamaha TT600s were beautifully prepared and equipped with compasses and tachs to watch and preserve the engine.

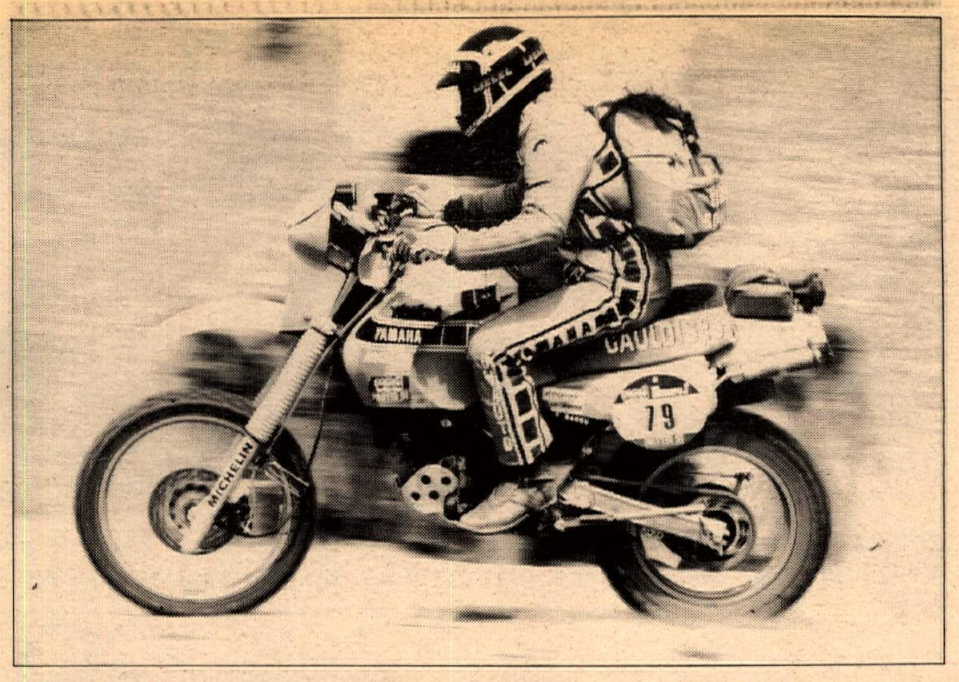
Honda had three-time winner Cyril Neveu (who also raced the Baja 1000) along with two-time Baja runner Philippe Vassard, plus Patrick Brobecq, Marc Joineau and Michel Merel. The Hondas were well-prepared but nothing fancy — they were made to finish the race and hopefully win it.

But what both Honda and Yamaha were missing were some 400cc of engine capacity that a 60-year-old engine design has...the BMW flat twin is not only a bigger engine and therefore more powerful, it also has a unique engine configuration that allows the big bike a sensational balance with a very low center of gravity. So if the days of the flat twin are numbered on street bikes, as far as the African desert if concerned, it is now the winning engine. It is rather ironic for a 60-year-old design to be so up to date in that particular field. That's why BMW will come back to the Baja and try to do as well in Mexico as they did in Africa.

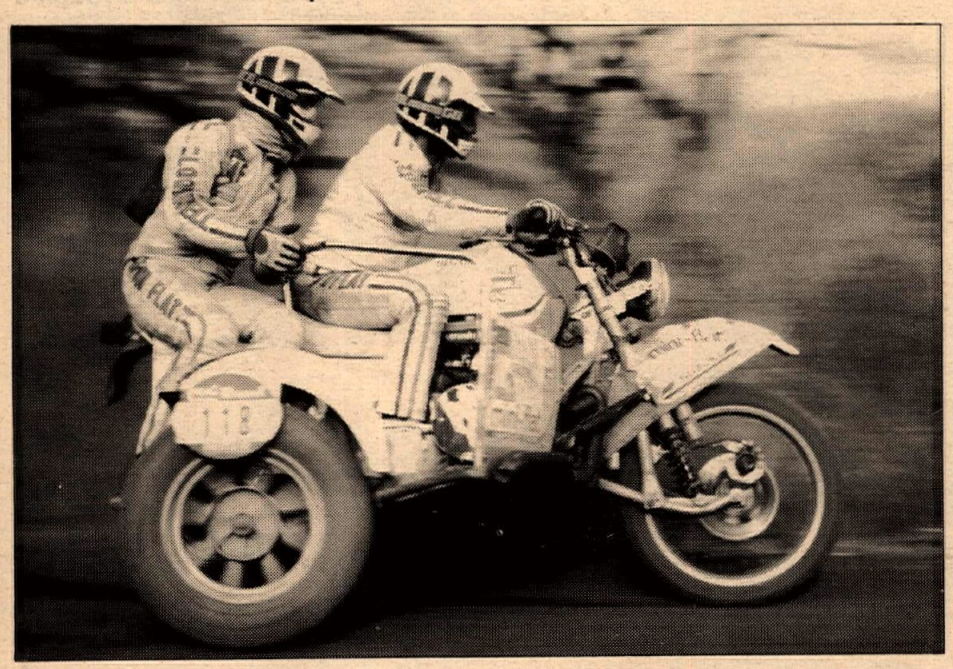
The German manufacturer looked like a winner even before the race started on January 1 at the Place de la Concorde in the heart of Paris in front of some 50,000 fans who braved a cold New Year's Day to watch 110 bikes leave the winter for the warm deserts. BMW had two-time winner Hubert Auriol and French Highway Patrolman Raymond Loizeaux, but they also had a little guy from Belgium who happened to be a three-



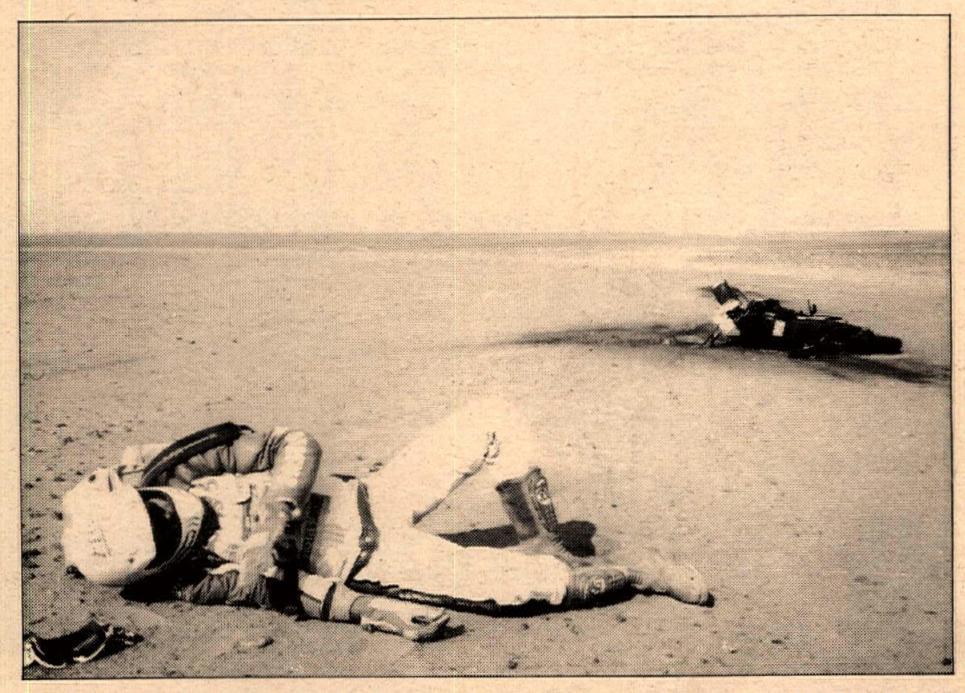
All the comforts of home...almost. It takes a special kind of person to ride the Paris-to-Dakar Rally.



Serge Bacou was one member in a six-rider Yamaha squad. Jean Claude Oliver was first Yamaha to finish, in sixth place.



Six sidecar teams started the event. Only one made it to the finish and they were almost three days behind Rahier.



The Tenere Desert is no place to get hurt. This rider broke a collarbone and had to wait to be evacuated, but was otherwise OK.

time 125cc World Motocross Champion by the name of Gaston Rahier. Rahier was in his second Paris-Dakar; last year he won two stages before destroying his engine on a rock. This year he learned his lesson and not only won the race but led most of the way.

The BMW bikes were a 980cc version of the flat twin mounted in a GS-type frame with twin shocks; nothing really special-looking at first but a very powerful and well-balanced unit superbly maintained by an army of mechanics in trucks, cars and a plane. BMW, which to date is only doing this race, was reported to have spent some $350,000 in preparing for the rally!

As mentioned, the race started in Paris on a very cold New Year's Day morning in the heart of the city, and after reaching the Mediterranean coast they embarked for Algiers where the rally was supposed to really begin. Delay of the arrival in Algeria and other governmental problems forced the organi-zers to change plans in the original route, and after two days of mostly asphalt road, the race really began in the heart of the Sahara desert at El Golea with a special test stage to Tamanrasset, where a surprise leader was the young MX star Vimond.

The route then left Algeria for the terrible desert called the Tenere. The "desert of deserts," it is called, a gigantic arid area with flatlands spreading for hundreds of miles with nothing on the horizon. There is nothing to help you see where you may be; it is pure navigation just like on high seas. With good weather it is not too difficult, but with bad weather like last year, when a terrible sandstorm happened, it is catastrophic. Dozens of people got lost in that sea of sand. This year there was gorgeous weather and nothing really happened. Except for the privateers who were running without support vehicles and had to carry literally everything with them. One rider had 25 rear flats in one day and soon had nothing left to repair! He waited for some help, which came, and then 50 miles later burned out his clutch pushing his bike in the deep, soft sand. His XR is still there.

The same story could be told for the sidecars, which weigh some 500 pounds and are usually powered by a big (1000cc or bigger) in-line-four Suzuki or Honda, and often had to be pushed in very soft sand. The monkey, in some cases, spent 7000 miles either standing up or pushing. Out of the six rigs at the start, only one finished in Dakar some 65 hours behind Rahier!

In the middle of that Tenere desert Vimond lost the lead and probably the rally when his carburetor got stuck wide open because of sand. He lost three hours and gave the lead to Rahier who never looked back, despite the charges from teammate Auriol, and the obvious desire of the BMW mechanics to favor the past winner from France. Rahier showed his skills in all types of terrain, the fast deserts and the choppy trails of Africa where he beat everybody, including Auriol, fair and square. During one timed stage in the desert, Veronique Anquetil on a Yamaha 600 finished fourth, which is quite an accomplishment. She went on to easily win the Lday's Cup.

As the Sahara desert vanished and the ride in Africa began, the two BMWs of Rahier and Auriol had at least least one full hour on the next rider. Both Honda and Yamaha were swearing that they will not come back in '85 with a 600cc single engine; because of the way the race shapes up they need a 1000cc bike. However, neither company has an engine suitable for this type of racing. Honda's 750 V-twin XLV is too tall with the big 12-gallon gas tank. Neveu and Vassard both said that if Honda wants to come back and win they will have to beat the BMW and to do that they will have to design a complete new engine. It would be very funny if they have to do another flat twin! There were talks about a CX-type V-twin. While Honda has at least something they can play with, Yamaha would have to design a new engine.

While the course crossed the countries of Niger, Upper Volta, Ivory Coast, Sierra Leone (where English is spoken) and Guinea, Auriol was doing a fantastic job trying to gain time on his teammate. Auriol tried everything, showing superb courage and skill in that difficult terrain, where dusty, fast trails are combined with semi-abandoned trails which have huge holes and rocks. But Rahier had only to keep his teammate in sight and that is exactly what he did. In the very difficult stage in Guinea — a country that has been closed to the western world for the last 25 years and where roads are just names — Gaston showed why he was a World Champion motocrosser. Every time the terrain was difficult, Rahier was in front. He rode a very clever race the last few days of the ordeal.

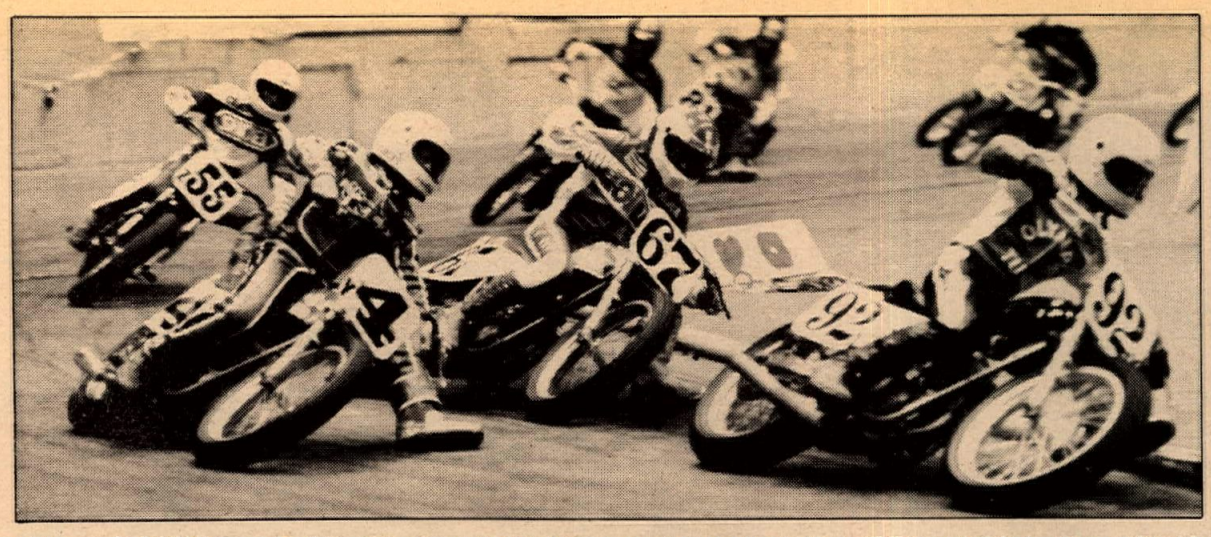
He let Auriol do what he had to do but rode consistently behind him until he reached the beaches of Dakar in Senegal. Rahier and Auriol gave BMW a superb 1-2 and with Loizeaux fifth, the German manufacturer couldn't hope for better results. Honda's Phillipe Vassard and Cyril Neveu were third and fourth.

The 1984 Paris to Dakar Rally is finished, but for next year there is talk for greater challenges with a longer course and close to a month of racing! Former ISDT gold medalist Malcolm Smith was on hand during this year's race along with Jeep factory driver Don Adams to see about the possibility of an American entry in next year's race in the car division, so why not have a U.S. bike team over there? After all we know the desert and racing is racing...Next year's edition will start on January 1 in Paris.

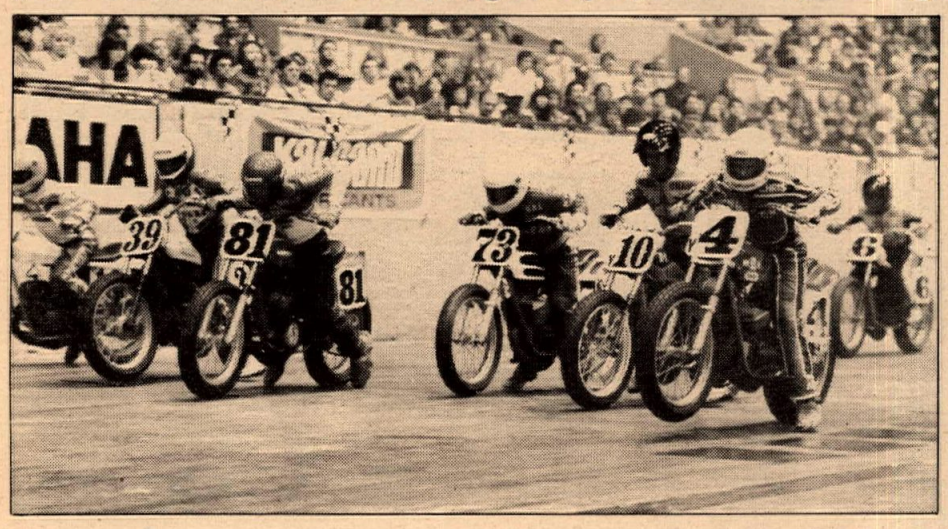
The win in the car division went to a four-wheel-drive 911 Porsche...The Germans have a way of dominating this sport. •

Results

1. Gaston Rahier (BMW 980); 2. Hubert Auriol (BMW 980); 3. Philippe Vassard (Hon 600); 4. Cyril Neveu (Hon 600); 5. Raymond Loizeaux (BMW 980); 6. Jean Claude Oliver (Yam 600); 7. Andrea Balestrieri (Yam 600); 8. Alain Spira (Hon 600); 9. Serge Bacou (Yam 600); 10. Michel Guillet (Hon 500).



(Above left) Winner Bubba Shobert (67) files in behind Mark Key (92) and Chris Carr (4). (Above right) Things didn't go all Shobert's way, however. (Below left) Carr and Bill Scott (81) get the jump on a heat. (Below right) Shobert sprays the champagne while flanked by Dana Perri and Regina Smith.



Great American Shootout Series: Round 3

Shobert shoots 'em up at Cow Palace

By W.H. Spencer
Photos by E.W. Dominie

SAN FRANCISCO, CA, JAN. 28

Team Honda's Don "Bubba" Shobert warmed up for the beginning of the Camel Pro Series by winning the crash-infested 20-lap main event in round three of the Great American Shootout series, sponsored by Dick Brandt's Concord Yamaha after promoter Mike Kidd found himself without a sponsor just two days before the show.

Can-Am mounted Chris Carr was the crowd favorite after smoking through his qualifying heat, heat race and semi with the fastest time, then winning the trophy dash and leading the two starts of the main. However Carr fell once again in the main and finished last. Shobert's win moved him into second place in the series as neither Dallas and Fort Worth winner Terry Poovey nor Ronnie Jones, Scott Adams or Billy Herndon were in attendance.

Amateur activities took place all morning and into the afternoon with the regular motorcycle show surrounding the indoor amphitheatre. Practice and qualifying also took place before the assigned starting time of 8 p.m., with eight scratch heats the first events of the long night.

Fast qualifier Keith Day exerted himself with a win on his water-cooled Suzuki but it was to be his undoing later in the program. Shobert copped the second qualifier, with Craig Scroggins winning the third event. Other qualifying heat winners were Chad Felicio, Jeff Harsha, Mark Key, Randy Green and Carr.

Carr led the first heat from start to finish with a good holeshot. Fellow Junior rider Felicio also made a good start for the nearly 6000 fans on hand and placed second. Bill Scott rounded out the first three transfers to the big-buck main.

The concrete one-tenth-mile surface didn't lend itself well to passing but a lot of bumping was evident, with Craig Scroggins receiving and delivering both in his second-heat win over Harsha and Rod Sullivan. Third-heat winner Shobert survived an early battle with new Novice Aaron Hill after some heavy passing on old man John Taylor.

Pat McCaul returned to the racing scene and held on for a third place in heat four behind Kelly Larking and Dana Perri. Keith Day rode the Henningsen Construction Suzuki to the fifth-heat win over Sal Hoffman, who was sporting his newly earned National number. Mark Key took the sixth heat on the Olympic Tune-Up Yamaha over DaMart-sponsored Mike Arthur and former Mini whiz Larry Staggs.

The first of the money races came with the four semi's where only three to transfer to the main. Carr and the pole appeared to be married for the night and he copped the first win but only after a flurry of action with Scroggins, Hoffman, Scott and Sullivan.

After the bashing was done and Jerry Kennedy's checkered flew, Carr was the winner and would enjoy the pole in the main with the fastest of the four semis. Scott and Sullivan joined him, with the others relegated to the sidelines. Shobert led wire to wire in semi two with Larking holding on for second over Arthur and Pat McCaul trying but missing the cut.

Day's pole-position semi start was the hot prop but while leading, his radiator thought otherwise and puked its guts and left him on the floor. Felicio took the hot win over Harsha and Bill McDonnell.

Key led the final semi all the way with Hill becoming the only Novice in the main after a fine second on the ND Honda. Perri was third over Staggs and Danny McDonnell.

The halftime entertainment was quite long and the riders were wisely given a lap to see what the three wheelers had left and a slippery spot was found and worked on in the turn 3-4 area. After a few more laps the green appeared with Carr the leader. It was to be a restart with riders down in the first turn blocking most of it, but once again Carr persevered and appeared well on his way to an easy win.

"When we first went around both Bub and I slipped through the slick spot and even after they worked on it, it was still slippery but we started and I felt pretty good, but it was still bad and I just lost it in that same spot," said an obviously unhappy Carr.

Shobert took over near the halfway point and held a good margin in the middle laps with good passes through traffic but most eyes were soon rivited on Felicio, the Junior, who was working extra hard and moving closer as the laps went on. The last five saw him close to a bikelength with lots of traffic indicating that just the right timing might make it possible for a pass, and the time came with just two laps to go.

Felicio brought the Salinas Cycle Salvage KX out on a wide-angled line, knowing that Shobert would have trouble going for the white flag with three riders in the way. As Felicio exited the corner close in, Shobert burst through two riders and appeared to have made the right move while Felicio would have to settle for second. However, as they came off the second corner for the last time Shobert slipped the wheel just a bit too much in the inside line and Felicio found himself right on the right line as they went into turn three.

Chad gassed it extra hard as they exited towards the checkered and caught his front end with the rear of the Honda and hooked as they crossed. It caused quite a wreck in the first turn with Shobert the winner and Felico a close second, with hay strewn everywhere and a very excited crowd just loving the action, although because of the late hour a lot of people had departed.

Shobert later related, "I knew he was there but felt that I could pass at will and keep him off. I never expected that sort of a maneuver at the end." Felicio said, "I just had to try and go for it. It was close but no go; I'm OK and it was fun."

Arriving long after 1 a.m. the posted results saw Shobert over Felicio with Harsha third just in front of Perri. Scott took fifth over Sullivan and Hill. ●

Results

20 MAIN LAP NT: 1. Bubba Shobert (Hon); 2. Chad Felicio (Kaw); 3. Jeff Harsha (Hon); 4. Dana Perri (Yam); 5. Bill Scott (Yam); 6. Rod Sullivan (Yam); 7. Aaron Hill (Hon); 8. Mike Arthur (Hon); 9. Kelly Larkin (Hon); 10. Mark Key (Yam); 11. Chris Carr (C-A).

TROPHY DASH 36:451: 1. Chris Carr (C-A); 2. Keith Day (Suz); 3. Bubba Shobert (Hon); 4. Craig Scroggins (Kaw).

SEMI-1 1:07:219: 1. Chris Carr (C-A); 2. Bill Scott (Yam); 3. Rod Sullivan (Yam).

SEMI-2 1:07:891: 1. Bubba Shobert (Hon); 2. Kelly Larkin (Hon); 3. Mike Arthur (Hon).

SEMI-3 1:11:881: 1. Chad Felicio (Kaw); 2. Jeff Harsha (Hon); 3. Bill McDonnell (Hon).

SEMI-4 1:12:077: 1. Mark Key (Yam); 2. Aaron Hill (Hon); 3. Dana Perri (Yam).

TEN YEARS AGO

The AMA Grand National Championship Series again started with a short track in the Houston Astrodome. Riding a machine powered by a Honda XL350 engine, canny Cajun **Mike Gerald** took the win, followed by **Dave Hansen** and **Tom Horton.** Hansen then returned for the following night's TT with a Triumph twin, and led the National start to finish. Another Triumph rider, **Mike Kidd,** challenged Hansen for the lead, but in the end was overtaken by defending Grand National Champ **Kenny Roberts.** New Harley teamster **Gary Scott** finished fourth.

Also among the goings-on at Houston was an international speedway event on the 440-yard oval. Riders worked up to a final event, where New Zealand's **Ivan Mauger** took the win over countryman **Barry Briggs** and Swede **Ove Fundin. Mike Bast** was the top American at fourth.

Road racing star **Kel Carruthers** announced his retirement. The San Diego-based Aussie said that he would devote his future energies to "research and development."

Montesa rider **Marland Whaley** scored a double in southern California observed trials actions, winning events in Reche Canyon and Soledad Canyon. Bultaco rider **Bernie Schreiber** was runner-up to Whaley in the former event, but slipped to third behind **Mike Griffitts** (Mon) in the other.

Randy Mamola rode his Hodaka to its third-straight win in the 100cc Novice class of a Santa Rosa, California, short track. At the same event, Ossa riders **Kelly McIsaac** and **Mike Faria** finished first and third in the 250cc Expert class sandwiching Yamaha pilot **Duane Yarrow.**

Road racing at Orange County International Raceway saw Kawasaki 900 rider **Fred Walti** best the BMW of **Cook Neilson** for the Open Production win. In the Cafe Racer class, for the first-time racers, a battle of BMWs was eventually settled, with **Joe Minton** first and **Steve Gerki** second. And another famous name was in evidence when Hodaka-mounted **David Emde** won the 100cc GP class.

There was an upset winner in a Desert Racing Association hare scrambles. When early leader **Heath Hibbard** fell by the wayside, the lead —and eventually the overall win — went to **David Taylor,** a 16-year-old rider competing in the 125cc Novice class. Second overall went to Open Expert **Mike Keen,** who was Husky-mounted.

Penton-mounted **Eddie Cole** was a double winner at a CRC motocross at Indian Dunes. After taking the 125cc Expert class, Cole topped **Jeff Wecker** (Kaw) and **Jeff Blix** (Yam) to win the 250s.

Todd Peterson (Hon) won a 25-lap Mini race a Trojan Speedway.

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(entrant's and/or parent's initials) _____

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It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consequences of said aid.

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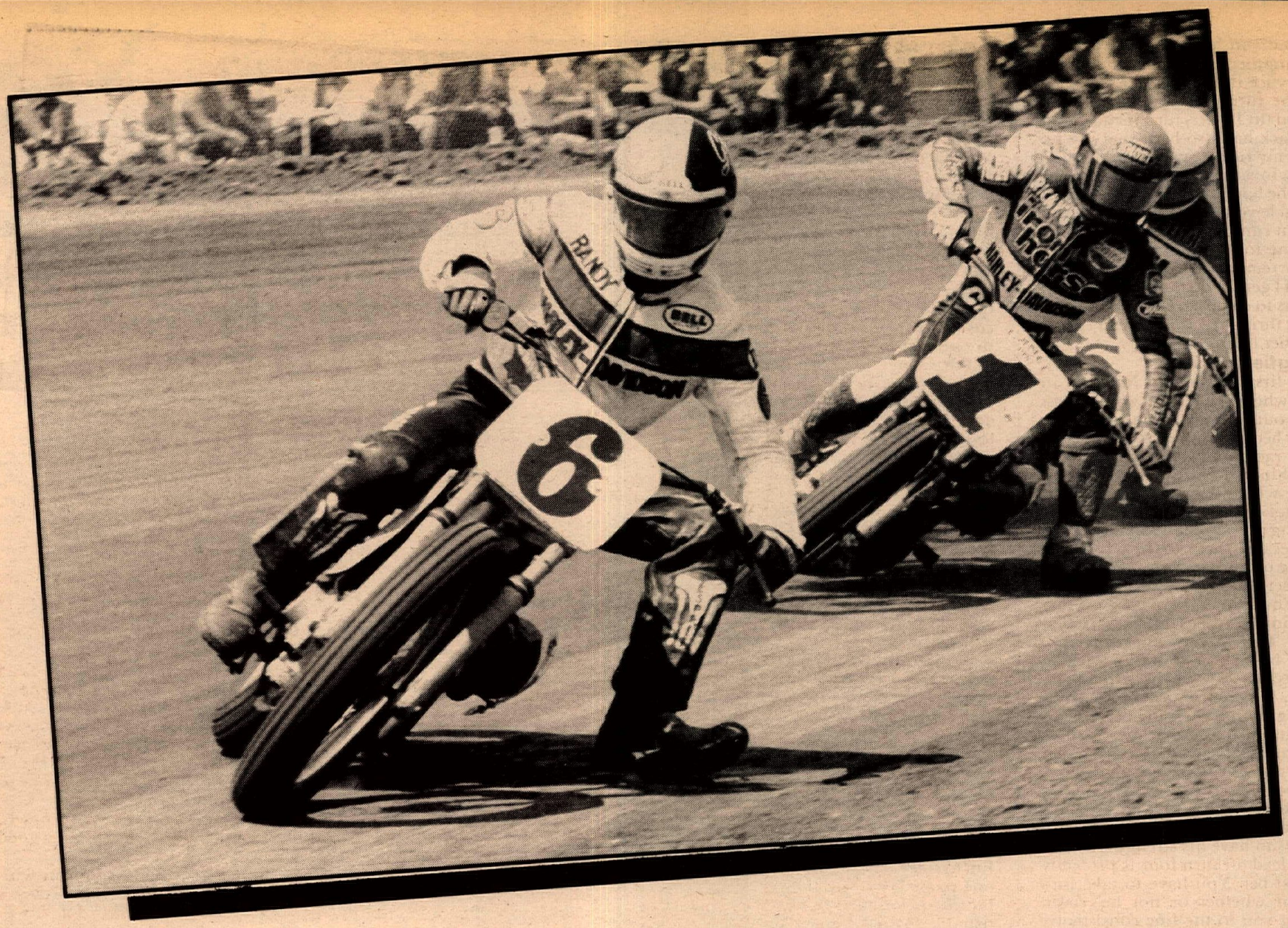


Riding the Camel Pro Series Trail with Randy Goss

By Gary Van Voorhis

Every Camel Pro Series rider has his own idea of what each dirt track is like and how it should be ridden. Champion Randy Goss is no exception. We hooked up with Goss while he was in Atlanta recently to do a television interview for ***Motorweek Illustrated*** *and spend a weekend signing autographs and answering questions in Harley-Davidson's display at the Great American Motorcycle Show. Goss gave us a rundown on the 24 dirt track Nationals left which comprise that portion of the AMA Grand National Championship as well as opinions on riders who may be in a position to take his Camel Pro Series crown away.*

Goss' view on riding with the Number One plate is a rather unique one. "After you start the new season, the only thing Number One is good for is to let the scorers know what place you're in. It doesn't mean that much. Just because you did good last season doesn't mean you're going to do good this year. It's a brand new ball game."

Goss begins his observations with the next dirt track race on the Camel Pro calendar, the April 7 TT at Ascot Park.

Ascot TT

I've always enjoyed riding my 750 at Ascot. I really prepare myself for the TT there, both physically and mentally, because I really like the National. It's fun, but then it's also a lot of work. By the time practice is over your arms are usually dead tired and you're wondering what you're doing there. Unfortunately, everyone has been winning the event on 500cc machiney so we'll probably go with the 500 because of the time factor involved to get a 750 ready after having raced the 500 at Houston, plus it's one less bike to truck out for our west coast swing. Deep down in my heart I'd like to ride the 750. Better yet, I'd like to win it on a 750.

What happens in the National is the track starts out wet, and gets dry and slick about halfway through which gives the advantage to the 500s. The Harley 750 just won't get a good drive off the corners when the track is like that.

Sacramento Mile

It's hard to tell who has a fast bike and who doesn't at Sacramento. It's the first mile National of the season and some guys are riding good and some aren't. The track is usually slippery and a rider who would be able to dial it on just right and not spin the tire coming off a corner late in the season is buzzing the tires there. What you watch is who is going into the turns hardest. You don't win Sacramento in the turns, but you can make time there, especially turn three. The track turns into a groove, but the corners aren't really narrow. The straights are a bit more open and you run down the middle of the track rather than out against the side wall.

At Sacramento you can get a fairly good draft off turn four so you've got a chance to win if you're second or a very close third coming off there on the final lap. Some tracks, like Springfield, don't give you that chance. The tighter the corner coming off, the better it is for drafting. If you've got a sweeping arc then you come off the corner faster and make it harder for those behind you.

San Jose Short Track

We've only raced there once and that was last year with the 250. There's still a debate on which is faster on a given track, the 500 or the 250. A 500 ridden by then-Junior Doug Chandler was fastest last year, but turning consistent fast laps and beating Alex Jorgensen on his 250 is another story. We haven't given up on our 250cc machinery, although I feel we'll use the 500 on the longer tracks.

The track is unusual. Looking at it, you figure you should set up your bike and run it a certain way. Once on the track, you find you're nearly totally wrong. It's deceiving. I'm not sure how you race it. I rode as hard as I could last year and when the National was through I couldn't see the leaders.

San Jose Mile

Some people feel the spring race ends up with different track conditions than the fall National, but it's just as slippery for me at either National. The place to watch is between turns three and four once the groove gets set. The slippery spots always seem to appear in the same places, but they're the same color as the groove and you can't always see them. It's been a struggle for me at San Jose lately. I may do good early on or even take the pole for the National. Then things seem to go downhill. I always have a battle plan which should work, but doesn't.

It's easier to draft and pass down the back straight rather than on the front. On the front straight you tend to run out in the fuzz heading into turn one and if you do get out just a bit too far you're taking a trip into the haybales.

Ascot Half Mile

I like Ascot and I really do well there, but I'm not sure why. A lot of people ask me how I do it and I can't explain my good luck. One thing I always do is put a Goodyear on the back at the beginning of practice and scrub it in so by the time the National rolls around I've got a perfect tire. It doesn't always work well in the heat

race, but you learn to work around that. Another key is racing at Ascot is like my ice racing practice — run it into the turns as hard as you can, slam on the brakes, turn it and gas it. The track has also been shaping up to suit my riding style lately.

To win you've got to run into the turns the hardest, but you've also got to muscle your way around the turn without running high and allowing someone to get underneath. I have trouble remembering how I really do it until I get out on the track and then it seems to come back instantly. You can get thrills at Ascot you can't get at any other track.

Springfield Mile

The first Springfield National in 1982, when the event was almost rained out, was great. The track was perfect because it was tacky when we finally raced and you could go wide open. Since then it's been a rough groove which has still provided the spectators with pretty good races. Drafting plays a small role at Springfield because there are so many lines coming off turn two you can't set up the rider ahead of you for a clean pass. You have to plan your passing going into the turns rather than coming off. Turn three is easier to get into harder because it slopes up a bit on the outside so you can hold the gas on longer. Passing in turn one depends on the guys you're racing because it's a tighter turn and that means some riders are apt to get off the gas sooner which allows you to get past quickly and back onto the groove.

Strategy on the final lap depends on where the rider you're racing with appears to have his strengths. Being in the lead off turn four is probably the best bet. You have to take into account whether or not he's been beating you to the line consistently off turn four or if you've been in a very challenging position. If you can't draft him until you're at or past the start/finish line then you'll want to have the lead off turn four and take your chances. If you draft him and can't beat him to the line you're going to get second. You might want to let him beat you and take second rather than try drafting because you might end up third or fourth if the guys behind you get a good drive and a strong draft.

Louisville Half Mile

Louisville was a great track last year. However, a few years ago it wasn't and most of my friends, family and some of my fans quit going because it was a groove track with follow-the-leader racing and no passing unless you wanted to really take a chance. The key to last year's super track conditions was they watered it, and kept the surface loose by dragging a spike before each heat race. You could ride in the cushion or you could stay low and find a groove. I was running low on the pole in turns one/two while Jay (Springsteen) was up high in the cushion. In turns three/four we were both running high and diving low to come off turn four. It's really hard to get a track where there is a balance like that. What it does is make a good show for the fans.

I had a good ride there because you don't usually catch Jay (Springsteen) when he's got a lead. He had a good bit by the time I got out of traffic, but I caught up to him, so I felt good.

Harrington Half Mile

Harrington is a different track in the daytime. At last year's race we had cushion to ride on for the entire practice session. Then it grooved up.

Turn three is a key spot on the track because if you run it in hard you'll find the front end has a tendency to begin to push just as you get to the center of the area where you want to begin your turn. It's tough to make your turn, keep your speed up and stay on the groove. Once the groove gets down good, usually after the heat races, then you can go pretty fast. If you've got a fast bike and can get a drive off turn two, you can pass going into three. Even when it's follow-the-leader you can work your way through traffic if you can get into and off the corners. You can pass — until you get to someone who is riding as good as you are and then you wait for him to make a mistake.

Santa Fe TT

I'll definitely leave the XR at the factory for Santa Fe because I've been struggling with the bike on that track every year to get off the corner exiting the infield portion and down to the next turn before four or five 500cc riders pass me. Parts of the track are fun to ride on the Harley and if everyone rode a Harley it would be neat, but the layout and track conditions usually favor the smaller, lighter bikes.

One of the keys is that you don't want to get into a wreck in the first tight turn entering the infield. You have to make sure when you get there you pull the clutch in because there's bound to be a lot of bumping and handlebar banging going on. One wrong move and you could be so far back in the pack you'd be out of contention or, worse, you'd get run over and your race would end there.

Lima Half Mile

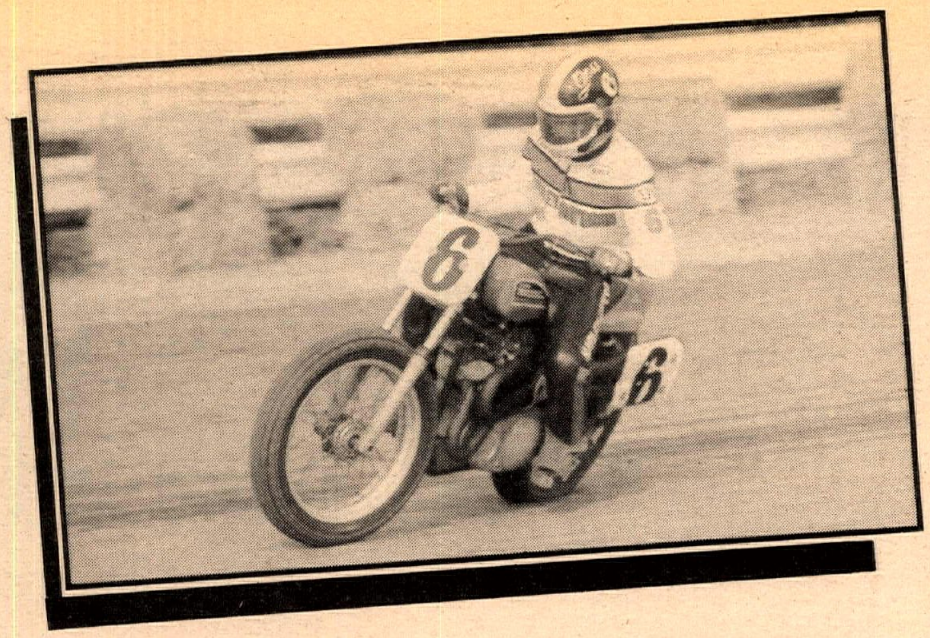
I raced the track about six years ago and it should be a pretty good track. Most of my friends are jazzed about having a race there because it's close to Michigan and they don't have to drive seven or eight hours each way.

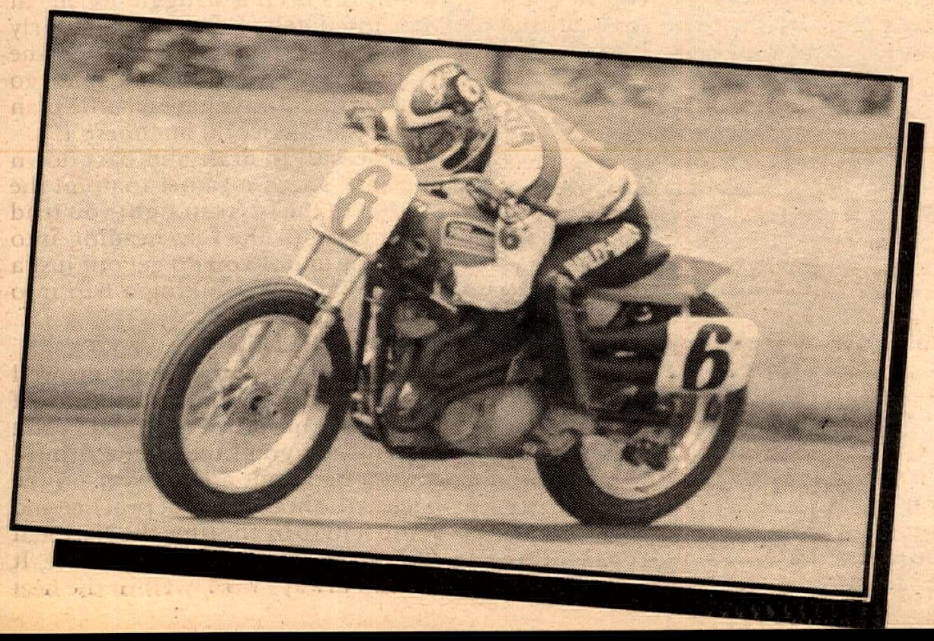
St. Louis Short Track

That's another new one. We'll just have to wait until we get there. It's supposed to be inside Busch Stadium so it will have to be a man-made track which can be either good or bad.

Hagerstown Half Mile

The track is deceiving. You look at it and it appears to be bitchin' with those banked turns that make you think you can blast around it. It's exactly the opposite. You need a setup which will squirt you off the turns since your corner speeds are so slow because the turns are very tight.





The track changed completely from practice to the National last year. It went from a high line to running right down on the rail. There were spots where your bike wanted to get sideways and then you'd hit a wet spot and straighten up so quick you thought you were getting spit off. You could pass almost anywhere on the track, but the trick was finding a smooth spot with enough traction so you didn't get bounced up on the tank. Otherwise, you passed anywhere the rider in front of you made a mistake or got out of shape.

DuQuoin Mile

DuQuoin is a track where there is less drafting than a track like Indy, Syracuse or San Jose. The majority of drafting is done on the back straight because everyone runs right on the outside near the rail while on the front straight there are more lines and more room to move around. The track is really neat when the surface is wet enough to allow the rider to run up top. When it's like that, you can really get the gas on. When the track dries out and it's a groove, it's like having each corner connected by a straight rather than just big, sweeping turns. That sets it apart from most tracks.

I think you should always go for the lead and get out front at DuQuoin. Somebody will usually catch up and then you play a drafting game from there. When you're feeling another rider out while battling for the lead you're going for it full tilt and you don't hold back. How your tires wear depends on the track, if it's wet then there's a chance to blister the rear tire because you're running it so hard. When the track is a groove it's slick and there's a chance you'll burn off the tread by spinning the rear tire coming off the turns.

Cicero Mile

At Cicero the straightaways are probably a little longer than other mile tracks, but the corners are so tight that the end result in speed and gearing is about the same as the others. Your corner speed is slow, so the key is to gear to get off the corners fast — and rebuild the engine next week.

We had some problems last year in that the AMA and the man running the water truck didn't seem to communicate. By the time the track got into shape we had run off half of the spectators with a two-hour delay. However, the track was good for racing by the time the National rolled around.

It probably won't work if they ever try to prepare the track as a cushion. The best solution, and I don't say this very often, would be to make it a groove from the start and get rid of the dust. If they do that, we'll put on a good show for the spectators.

Peoria TT

The Peoria TT is an event where preparation through the year shows up. The reason I like it is because it's so demanding and you can tell who's been doing their homework and who's been working out. You have to head for the jump so fast that sometimes you wonder if you're going to make it because the track is rough, the bike is doing all sorts of strange things and you're holding on for dear life. I think last year's National was one of the best we've had there. There were four guys going for it—Jay, myself, Ricky and Bubba—and it was a good show.

There's great satisfaction in winning Peoria because it's a racer's track. You earn respect for a win there. In addition, the club goes all out for the event. They put a lot of money into the facility in the past few years to improve it and we appreciate it.

My strategy at Peoria is to get into the lead and put some distance on the field to make them think you're going so good they should give up. It doesn't always work and then you have to race everyone for the lead. It's still a 750 track as far as I can see, but Bubba Shobert (on a 500cc bike) put in one heck of a ride to third last year and he wasn't that far off the pace.

Indianapolis Mile

I don't mind racing back-to-back Nationals at Indy. For some riders it's a nightmare because they only have one bike while others take two bikes and always want to ride their best horse. I basically make do with one bike. After the night race is over, Brent pulls the top end and rebuilds it for the next afternoon. Something like that works out alright because I've got lots of help. The race track is really nice although the spectators in the main grandstand have a hard time seeing the front straight because they're actually too close to the track.

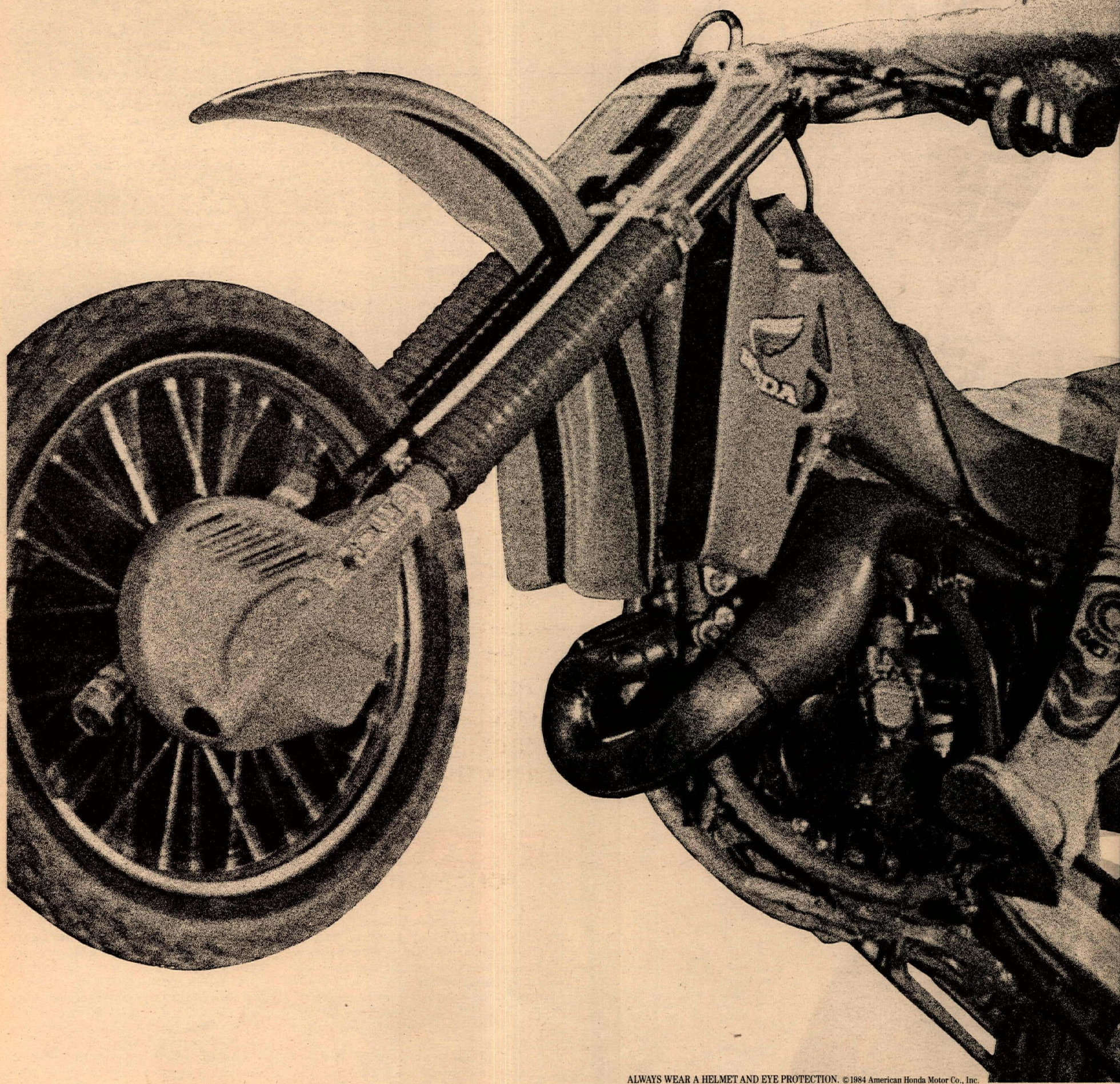
All the corners are just perfect for drafting and to keep the riders bunched up. A rider can get into the corners really hard so the fans can see passing going on. Coming off, there's basically one line so it's the perfect set up for drafting down the straight. The bottom line is pass, pass and pass some more.

I always favor the night event because it seems more exciting. If track conditions are right you can run a high line up in the cushion in the first or second heat and that's lots of fun. In the day event there's rubber on the track and it's a groove so you just ride as hard as you can. I guess I just like racing there.

As far as drafting goes there might be an edge to the backstretch because the wind doesn't bother you as much

JOHNNY

Team Honda's Johnny O'Mara wins 1984 Miller High Life Supercross Kickoff.



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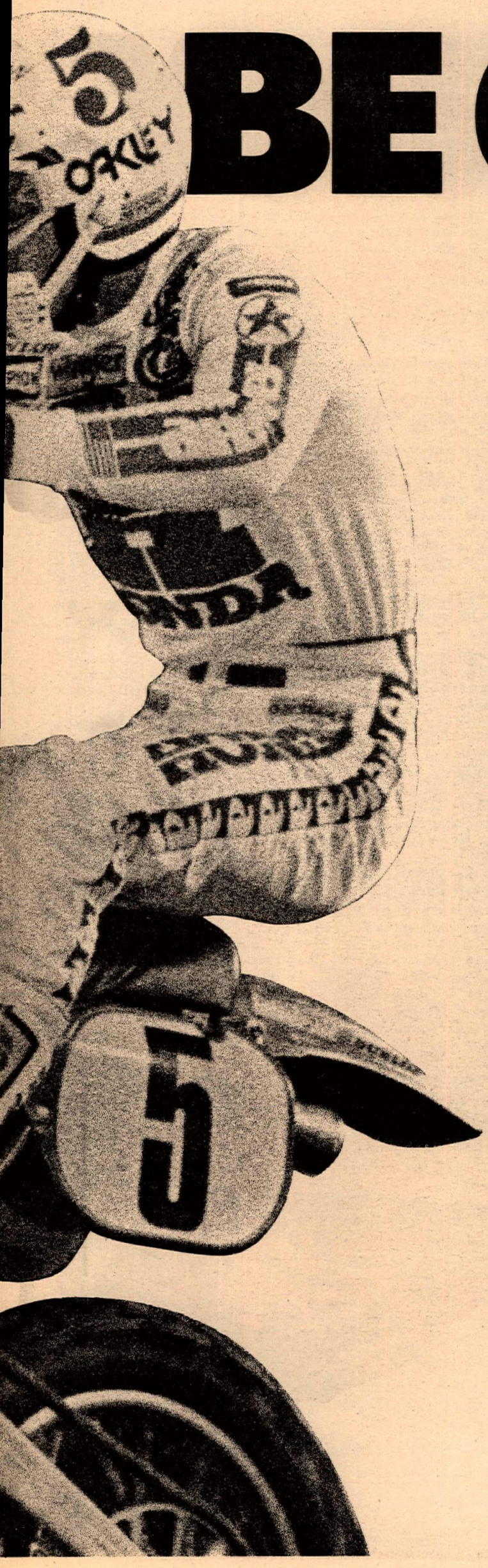
BE GOOD.



The folks at Anaheim Stadium were all singing the same tune last weekend at the 1984 Supercross opener.

Go Johnny go.

Which is exactly what Johnny O'Mara did. The defending 125 National Champion won his heat, his semi and the final, giving Team Honda its third Anaheim Supercross win in a row.

Two things helped Johnny win.

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HONDA
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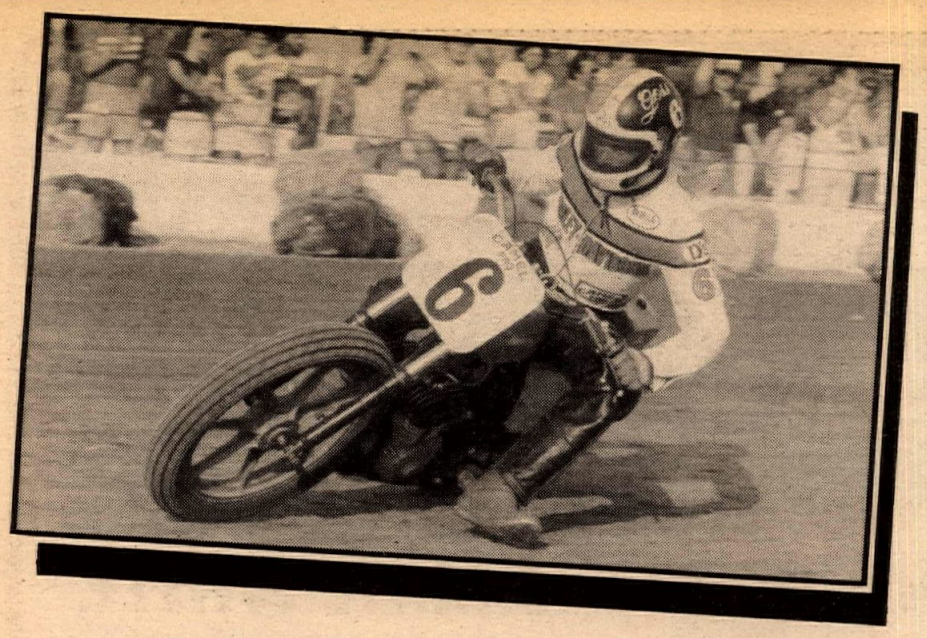


when you're running up against the outside rail. Whether to lead or not on the last lap depends on who you're racing with. In the National during the fair last year, I figured on drafting Filice to the line although I felt he would win and I'd get second. As it turned out, Ricky Graham ran into him and knocked him off the groove. I ran into the third turn hard trying to get in position to lead off the last corner and I slipped up a bit, but I was in the right position even though I made a mistake.

Once you get down to the final lap at Indy it's like flipping a coin as to where you want to be. The thing to think about is there are some riders you don't want to follow around the center of turns 3/4 because they ride slow. Allowing another rider to put even two lengths on you can mean the difference between winning and second.

Syracuse Mile

Syracuse is the kind of track where you really have to stick your neck out if you want to get into turn three harder than the next rider. How well you ride in turn three is a big key to winning, so you want to have your bike set up right because it's a turn where the bike's front end always seems to want to push. Once the front end begins to push, it scares you and you back off the gas, slow down and give up ground to the guys who are tracking better. It's a boost if you can see you're going faster into three than other riders and it could psyche out some of them.

You do a good amount of drafting at Syracuse and you stay relatively bunched up. You can't afford to make a mistake because the track is very narrow. Back tires play a big role at Syracuse because of the way you have to ride; the track chews them up. In the last two years they had accidents during the National and stopped the race which allows you to change to fresh rubber. I'm not sure a back tire would be able to go the full 25 laps.

Once you see how cupped and worn a front tire can become then it's easy to realize what an abrasive track like that can do to your rear rubber. It's like racing on concrete with a sandpaper top. You try to take it easy, but you can't because everybody is going for it and if you back off you get left behind.

San Jose Mile

If you can figure out the shape of the track and how to get around fast then you can have a good day. Last year, it was Ricky Graham, Jimmy Filice and me in the lead bunch. I figured I if hooked up with them then we would have been able to split, but then the track developed a high groove. I went from the lead to fifth in one move by being double drafted by two riders on each side. All of a sudden there were nine riders fighting for the lead in the same draft. A situation like that is tough because if a rider can draft you outside or inside then you never know if you're going to make a move and get pinched off by another rider. It's also harder to get into the corners because a bobble by someone up front sends a chain reaction right back to you. The spectators get their money's worth and the riders get the heck scared out of them.

Last lap strategy can be almost anything if your bike is working. You could come from fifth to first off the last corner if you played your cards right.

Ascot Half Mile

What sets Ascot apart from the rest of the tracks is the traction you get. Everytime I come in from a practice session I know I'm not going fast. The bike feels so slow because you can run it into turns so hard, turn it and the engine, even with the throttle wide open, sounds like it's grunting to keep you going. Actually, you aren't losing any power, you're just not spinning your wheels.

I think my advantage at Ascot lies in being able to get the bike turned and being able to get off the corners fast. If you can do that every lap, you're going to do good.

Los Alamitos Half Mile

It's a new track, but we've (the Harley team) been there for sound testing. The track is bigger than a half mile. It's a funny size. The surface could be a cushion if they groomed it right or it could be a groove. I think the corners will be a bit tight for the length of the track. They look big, but feel tight when you're on the bike. I hope it stays on the schedule because we should be able to draw a big crowd there.

Sacramento Mile

This is a first time fall race. We've run there in the spring when it's rained before the event which gives us pretty good track conditions. In the fall it will probably be dry and a bit slower.

This late in the season some riders are riding just to make the National and finish because the machinery is getting pretty worn. I try to get Brent to build the fastest thing on two wheels, so he's struggling in two worlds — he's got to make the thing *run* and finish. If it's the fastest thing there, but it quits on me he's in trouble. We don't look at the event as being at the beginning or the end of the year, we look at it as a National and nothing more. That way, I'm covered.

Springfield Mile

Racing that late in the year (October 14) in the Midwest, it's hard to say what track conditions could be like. The day will probably be cold and overcast which could make for a very fast track. I feel it will be a medium-wide groove. The track has been rough lately, so the best we can ask for is a smooth groove and not to get rained out.

If it takes a lap or two for the tires to heat up, I haven't noticed it. I don't think anyone else has either, because it's ride 100-percent from the green light on or get left behind.

Pontiac TT

It seems they jam the track onto the stadium floor, although they didn't really utilize all the space they had last year. People have said the track was bad, but the circumstances were extreme and the dirt was really mud when they built the track. It didn't fully dry out. Build the track with dry dirt and it could be as nice as Houston.

The indoor TT Nationals are usually fun, although I didn't care for the layout in Pontiac because of the very tight turn into the infield and some other corners where you had to struggle to keep up your speed.

* * *

As defending champion, how do you see the competition?

If Jay (Springsteen) gets healthy he could be very tough. Last year he was very hot at times, but he got sick some and he even had a couple of mechanical problems so he didn't get in a full season. Jay can knock off four wins in a row with ease. Talent-wise, he's the guy to beat.

Ricky (Graham) and Bubba (Shobert) should do really good, but if their bikes break down a couple of times it will take them out of the hunt. I don't want to pick on Honda, but I think even if their bikes are the fastest on the miles they still might break once or twice. You don't want to write them off, but it's still a relatively new effort.

Steve Morehead has gotten himself a really strong ride by taking Shobert's place on the Ken Parker team. Lately, he's had a bunch of half seasons he's put together. He'd be hot in the spring, but didn't have any luck at the end of the season or the other way around. I don't think there's any doubt that on miles and half miles Steve is as tough as they come. He's not noted as a TT rider, but he's been in the National at Peoria the last two or three years.

Scott (Parker) has the potential to do good. His problem last season was he didn't seem to have fast bikes. I feel Scotty needs to work closer with his tuner, Al Stangler, so they understand each other better. It's a matter of communication. It sometimes takes a long time until both the rider and mechanic are on the same wavelength.

Ted Boody's bikes last year were good and he put in some very strong rides. Riding for Tex Peel this year is certainly a plus for Ted. Another factor to consider is that his knees are finally healed from the road racing accident he had several years ago and he feels like really racing.

Personally, I don't think Gary Scott has a shot at the title despite his program with Carl Patrick. He's been inconsistent the past few seasons. I'm not sure if it's his equipment or what. He's fast on a given day, but not on every day and that's what you have to be to have a shot at the title.

Steve Eklund has the talent to be Number One again, but lately his equipment hasn't been fast or if it was then it didn't run long enough for him to do good. I also think there are times when he gives up a bit too soon. If things start clicking, Steve could be tough.

Alex Jorgensen has been overlooked for a lot of years. At first he didn't do a thing at the eastern tracks, but now he's very good. What he needs is someone to take control of his program and give him a direction to head in plus take some of the responsibility off his shoulders and let him concentrate solely on racing.

Jimmy Filice appears to have put together a strong package with the same tuner, Eddie Adkins, he had for the final half of last year and a lot more backing. However, he can't rest on what he did last year. He's going to have to prove himself all over again. He's going to have to run at the front of the miles and be consistent at all the crappy tracks where we run half miles. He's a strong short track and TT rider even though he's not as big as a lot of guys.

Do you think you can duplicate the consistency you had last season?

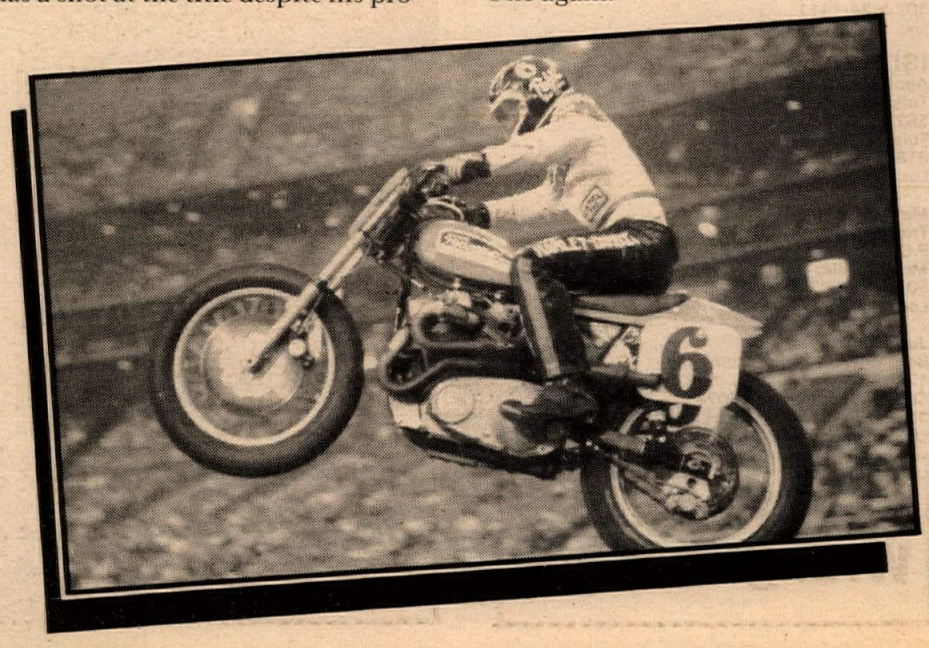
It's going to be tough to do. Last year, in the first half of the season, I averaged a third place finish — 13 points. I had spurts in the second half where I averaged that too, but in the end it dropped to a fifth place (10 point) average. Just to have your motorcycle not quit in 26 Nationals is a lot to ask for. I'm going to shoot for an even better season, but it'll be hard to top 1983.

How do you answer the people who question how Randy Goss has won two championships in seven seasons but only 10 Nationals?

I'm not sure. I try to go out and win every National I race. I don't settle for second best. However, it always seems I finish second or third, which really isn't too bad. If you're going to win the title, and that's what I get paid for, then you've got to finish and finish right up there race after race. I take the wins as they come.

Do you feel you can win the title again this year?

Yes. I think I have as good a chance as anyone. Actually, this year should be even better than last since we have the 500 to run and that gives me an even better choice of equipment to suit all tracks. Last year, my miler was a bit slow for the first half of the season. This year, we're starting off strong and that's another plus. It won't be easy by any means, but I feel when the season is over I'll be Number One again. •



Nat'l Enduro, ISDE Qualifier Series schedules

Nat'l Championship Enduros

February 19
100-mile Quicksilver Nat'l
Salinas Ramblers M.C.
P.O. Box 541
Salinas, CA 93933
408/384-4495
Loc: New Idria, CA

April 1
100-mile Sandlapper Nat'l
Columbia Enduro Riders
P.O. Box 382
Columbia, SC 29202
803/776-5601
Loc: Pelion, SC

April 22
100-mile Rattlesnake Nat'l
Redwood Scramblers M.C.
P.O. Box 760
Crescent City, CA 95531
707/464-4148
Loc: Crescent City, CA

May 6
100-mile Burr Oak Nat'l
Mid-West National Enduro Riders
1815 4th Ave.
Sterling, IL 61081
815/626-1293
Loc: Roselawn, IN

May 20
100-mile Fools Gold Nat'l
California Enduro Riders Assoc.
P.O. Box 22
Alamo, CA 94507
408/227-6759
Loc: Georgetown, CA

June 3
100-mile Nat'l
Mt. Baker M.C.
P.O. Box 132
Bellingham, WA 98227
206/733-1694
Loc: Hamilton, WA

July 8
100-mile Nat'l
Athens M.C.
P.O. Box 79
Athens, OH 45701
614/593-7459
Loc: Athens, OH

Aug. 5
100-mile Nat'l
Canyon Riders M.C.
P.O. Box 205
Wellsboro, PA 16901
717/376-2961
Loc: Wellsboro, PA

August 19
200-mile Jackpine Nat'l
Lansing M.C.
P.O. Box 15153
Lansing, MI 48901
517/393-4515
Loc: Moorestown, MI

September 2
100-mile Iowa Rattlesnake Nat'l
Des Moines Enduro Riders
115 E. 22
Madrid, IA 50516
515/795-3440
Loc: Winterset, IA

September 9
100-mile Black Coal Nat'l
IN, IL, KY Enduro Riders Assoc.
Rt. 8, Box 407A
Evansville, IN 47711
812/867-2937
Loc: Lynnville, IN

October 28
100-mile Delaware State Nat'l
Delaware Enduro Riders
2190 South College Ave.
Newark, DE 19702
302/834-4411
Loc: Bear, DE

ISDE Qualifiers

April 27-29
Tulsa Trail Riders
5621 South Zunis
Tulsa, OK 74105
918/747-1033
Loc: Tulsa, OK

May 26-28
Trask Mountain M.C.
P.O. Box 652
McMinnville, OR 97128
503/472-3828
Loc: McMinnville, OR

June 8-10
Bent Wheels Competition Club
12907 Takoma
Sterling Heights, MI 48078
313/739-4295
Loc: Rose City, MI

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Bill Nielson flew to victory in the 125cc Novice class at Corona.

Cantley levels Intermediates at DeAnza MX

By Michael Gillies

SUNNYMEAD, CA, JAN. 29

Pomona Valley Kawasaki's Danny Cantley made a fine come back today, after a short vacation from racing, by winning both 125cc Intermediate motos ahead of P.V.K. teammate Terry Szucsko and Yamaha-mounted Alex Lopez.

In the first moto, Cantley reached the first turn ahead of Answer product's Steve Burdette (Kaw) and Szucsko. Suzuki-mounted Gilbert Valdez and Cycle Guide's Ron Lawson (Suz) were arguing over fourth while Lopez was playing catch-up after a near last-place start. By the third lap, Valdez took third place away from Burdette and started to gain time on the leaders. By mid-race, the order was Cantley, Szucsko, Valdez and Lawson, who was starting to hear Lopez behind him. Cantley continued to turn consistant lap times throughout the moto and, in doing so, stretched his lead over the competition. Lopez got by Lawson with a few laps remaining but was unable to gain any ground on Valdez, who had lost sight of Szucsko. So, with so much space between the top five riders, no passing took place towards the end of the moto and the order was Cantley, Szucsko and Valdez.

Szucsko took the start of moto two with Cantley and Lopez in tight formation. Lawson was holding a strong fourth over Burdette and Brad Johnson (Suz). Lopez somehow screemed his worn-out, year-old Yamaha past Cantley's 84' KX on the first lap, and did the same to Szucsko's on the second lap. This provided some of the best, most competitive dicing of the day because Lopez had no room for error and was abusing his motor, clutch and gearbox through every turn to stay ahead of the green machines. On the sixth lap, Szucsko went down and picked up scooter up in fifth place. This gave Cantley an unobstructed view of Lopez and he began reeling the banzi Yamaha pilot in. Szucsko was making a mad dash and caught up to Lawson on lap ten. Cantley took first away from Lopez and stretched his lead with each lap and made the order Cantley, Lopez and Szucsko, who made a daring, last-lap pass on Lawson. Cantley's 1-1 was first over Szucsko's 2-3, while Lopez earned third overall with his 4-2 score.

Results

PEE WEE DIV 1: 1. Kyle Hanenberg (Yam); 2. Roger Donahue (Suz).
PEE WEE DIV 3: Lee Ford (Yam); 2. Jason Lentz (Hon); 3. Tommy Donahue (Yam).
MINI BEG: 1. Richard Geraghty (Yam); 2. Peter Starman (Kaw); 3. Kirk Page (Kaw).
MINI NOV: 1. Larry Laye (Yam); 2. Jason Collier (Hon); 3. Brad Edginton (Kaw).
MINI INT: 1. Mike Burdette (Kaw).
MINI EXP: 1. David Church (Kaw).
125 BEG: 1. Mark Flowers (Hon); 2. Mike Laquerre (Cag); 3. Jeff Bua (Suz).
125 NOV: 1. Daryn Walls (Yam); 2. Tracy Laye (Yam); 3. Kevin Merrill (Hon).
125 INT: 1. Danny Cantley (Kaw); 2. Terry Szucsko (Kaw); 3. Alex Lopez (Yam).
125 PRO: 1. Thomas Combs (Kaw); 2. Rick Kirk (Suz); 3. Vonn Jones (Yam).
250 Beg: 1. Ron Hess (Yam); 2. Howard Craig (Yam); 3. Mike Michetti (Hon).
250 NOV: 1. Greg Traver (Hon); 2. Mike Fitzgerald (Hon); 3. Ken Neitzel (Suz).
250 INT: 1. Mike Carlo (Hon); 2. Greg Flanagan (Kaw); 3. Tom Thompson (Yam).
250 PRO: 1. David Williams (Suz); 2. Greg Nash (Hon); 3. Rocky McGregor (Hon).
OPEN BEG: 1. Danny Moroles (Hon); 2. Mark Jackson (Hus).
OPEN NOV: 1. Craig Hart (Yam); 2. Rocky Murdock (Hon); 3. C.B. Hendricks (Hon).
OPEN INT: 1. Jim Caspio (Suz).
OPEN PRO: 1. Eddie Michetti (Hon); 2. Thomas Combs (Kaw); 3. Curt Davidson (Hon).
VETS JRS: 1. Billy Traver (Hon); 2. Gary Beck (Yam).
VET SRS: 1. Jon A. Hall (Hon); 2. Bob Kran (Hon); 3. Chuck Minert (Hon).

Nielson nails win at Corona Nighttime MX

By Nate Rauba

CORONA, CA, JAN. 27

John Burr Cycle's Bill Nielson was untouchable tonight at Corona Raceway by winning both 125cc Novice motos.

MC Country's Chris Lester (KTM) led the pack to the first turn in the opening moto, but that was the only taste of the lead he would get all night. Nielson took it away out of the first turn and immediately established a small lead. Rick Lane (Pomona Valley Kawasaki) was close behind in third, and on the second lap, he decided to do some dicing with Lester. First, Lane went high, only to find the KTM blocking his line exiting the corner. Then he tried the inside a few corners later and snuck by, only to have Lester repass him a few feet further up the track. Lane stayed close to Lester but was passed a lap later by Mission Yamaha's David Kirkpatrick. As Nielson continued to stretch his lead, Kirkpatrick nabbed Lester but couldn't shake him right away, as Lane was still keeping up the pressure back in fourth. On the fourth lap Lane crashed hard and was out for the night; With the pressure off Lester, Lane settled into third behind Kirkpatrick. Nielson was far enough out front to cruise across the finish line, quite a few seconds ahead of Kirkpatrick. Lester couldn't hold third and succumbed to a last-lap battle between B.J. Millspaugh (Suz) and Chris Sparks (Sinisalo/Kaw). At the flag, Sparks held third over Millspaugh and Lester.

It was Paul Pitzonka (Rincon Kawasaki) who was first to the first turn in moto two, just ahead of Nielson and Kirkpatrick. Both quickly displaced Pitzonka and stayed close out front for a couple of laps. By lap three, Nielson put a little bit of distance on Kirkpatrick and stretched his lead even more on the following circuit. Kirkpatrick caught up with two laps remaining when Nielson was slowed down by a lapper, but once by, Nielson re-established superiority and won by a few seconds. Millspaugh rode in third the entire race and captured third overall.

High school racing was dominated by North's Chad Barnes. No one could keep the Yamaha pilot in sight as he ran away with all four motos of the 125cc and 175cc Senior classes. If, and when, Arlington should meet North later this season, there is sure to be a good race between Barnes and Mark Dekoker, who won much the same way earlier in the season.

Results

HIGH SCHOOL
MINI NOV: 1. Steve Foster (Tus).
100: 1. Steve Foster (Tus).
125 NOV: 1. Steve Caster (War); 2. Dave Speer (Nor); 3. Steve Baker (L.S.).
125 SEN: 1. Chad Barnes (Nor); 2. Scott Mapes (Nor); 3. David Speer (Nor).
175 SEN: 1. Chad Barnes (Nor); 2. Scott Mapes (Nor); 3. David Speer (Nor).
250 NOV: 1. Tim Poss (L.S.); 2. Steve Sequera (War); 3. Ken Owens (War).
OPEN INT: 1. Scott Burns (Nor); 2. David Taylor (L.S.).
UNATTACHED
PEE WEE: 1. Jacob Swain (Kaw); 2. E.J. Wright (Kaw); 3. Jason Carroll (Kaw).
MINI BEG 12-: 1. Kirk Page (Kaw); 2. David Parker (Yam); 3. Darin Green (Yam).
MINI BEG 13+: 1. Kevin Kuen (Kaw); 2. Charlie Flippen; 3. Robert Collins (Hon).
MINI NOV: 1. Kevin Bussey (Hon); 2. Shawn Slayton (Kaw); 3. Jason Collier (Hon).
MINI INT: 1. Mike Wiese (Yam).
MINI EX: 1. Bill Eisenacher (Kaw); 2. Brent Boyer (Yam); 3. Scott Brown (Hon).
125 BEG: 1. David Paluzzi (Yam); 2. Tom Siers (Kaw); 3. Rick Gaddy (Yam).
125 NOV: 1. Billy Nielson (Hon); 2. David Kirkpatrick (Yam); 3. B.J. Millspaugh (Suz).
250 BEG: 1. Jim Benjamin (Yam); 2. Rick McCorkell (Hon); 3. Art Morgan.
125 INT: 1. Jason Neuman (Kaw); 2. Alex Lopez (Yam); 3. Dale Himmelrich (Suz).
250 NOV: 1. Chris Cadman (Hon); 2. Jeff Stevens (Yam); 3. Todd Heegel (Hon).
250 INT: 1. Juan Posca (Yam).
250 PRO: 1. Vince McMahon (Yam); 2. Steve Pegage; 3. Tim Krugh (Hon).
OPEN BEG: 1. Craig Hart (Yam); 2. Ricky Teplow (Yam); 3. George Manning (Hon).
OPEN NOV: 1. Brian Fremling (Yam); 2. John Herrin Jr (Hon); 3. Paul Pitzonka (Kaw).
OPEN INT: 1. Bob Tippit.
VETS: 1. Bob Keah (Hon); 2. J.R. Grimmell (Hon); 3. Steve Ballmer (Kaw).

Ulmer smokes 250cc Juniors at the Dunes

By Tom Griffith

VALENCIA, CA, JAN. 22

Weldon, California's premier 250cc pilot Burt Ulmer blitzed American Motocross Enterprise's first 1984 race on the International track at Indian Dunes. Ulmer had no difficulty shocking today's largest field; taking back-to-back moto wins looking smooth and easy.

In both exciting motos, the 250cc Juniors raced for runnerup spots as Burt powered his Yamaha to uncontested wins. Back in the trenches, Rick Perez and Tom Baker fought the pack to emerge in second and third, both sharing five-point rides but Perez getting the nod for second with his 3-2 ride.

Summer Series ace Guy Giffin showed his stuff in the Intermediate class. Waiting until late in the first moto, Giffin shadowed Guy Arnone's Honda and dove inside on a tight turn and led the last lap to the checker for first. Making a dramatic comeback after an early spill, "Wild" Willie Surratt flew his Bell/Kal-Gard Honda mount to a final fourth. In the second go, Surratt blasted the start gate, rounded turn one in were as fast and smooth as the Juniors. Charlie Love from Kawasaki-Santa Barbara, motored to an Intermediate lead and was never challenged. But the next six riders engaged in a fierce battle as Jason Yoshida, Mike Henson, Danny Anderson and Craig Nolan hammered it out. Passing and repassing, Nolan and Yoshida left the pack in hot pursuit of the fleeing Love. Taking his T.G.I.F.-sponsored RM80 to the inside, "Crazy" Craig Nolan jammed past Yoshida for second only to wash out in a sandy turn and finish in fifth. As Love experienced his difficulties in moto two, Henson and Nolan capitalized to finish ahead as this trio took all the marbles (and trophies too).

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Pablo Lara III (Suz); 3. David Handren (Yam).
JR CYCLES: 1. Billy Dawson (Kaw); 2. Pat Wade (Kaw); 3. Jeff Willoh (Kaw).
MINI BEG: 1. Mike Henson (Hon); 2. Charlie Love (Kaw); 3. Craig Nolan (Suz).
MINI JR: 1. Mike Dawson (Kaw); 2. Billy McLoughlin (Suz); 3. Rick Smith (Kaw).
MINI INT: 1. Chris Lara (Kaw).
125 BEG: 1. Luiz Pareto (Hon); 2. Matt Walls (Yam); 3. Bryan Rushing (Yam).
125 JR: 1. Curt Trimble (Hon); 2. Tim Bluth (Yam); 3. Lenny Smith (Suz).
125 INT: 1. Guy Arnone (Hon); 2. William Surratt (Hon); 3. Guy Giffin (Hon).
125 PRO: 1. Jon Ortner (Yam); 2. Zoli Meszaros (Hon).
250 JR: 1. Burt Ulmer (Yam); 2. Rick Perez (Hon); 3. Tom Baker (Kaw).
250 INT: 1. Marvin Klopman (Hus); 2. Mike Watson (Hon).
250 PRO: 1. Ken Zahrt (Hon); 2. Doug Gentry (Suz).
500 JR: 1. Mitch Griffin (Hon); 2. Art Dart (Hon); 3. Michael Hutton (Hon).
VET JR: 1. Dan Bollie (Yam).
VET INT: 1. Gilbert Zavala (Suz).
VET EX: 1. Kent Shepard (Yam); 2. Al Stinebaugh (Suz).

Pros in force while Sportsman race for free at Corona flattrack

By Elaine Jones

CORONA, CA, JAN. 14

Just like years past, Corona Raceway opened up the Flattrack season tonight with free entries for the sportsmen, and as usual, it was a huge success with 203 riders on hand for an evening of racing. To make sure the riders got the most racing possible, the race officials decided to drop the heat races and went with 10-lap main events. Comments from the riders concerning the format were good; They had plenty of track time with no shortened races due to the 11 o'clock curfew. The Pros, who had to pay to ride, were given heat races so that position on the line for the main could be determined.

The premier event of the evening was the Open Pros on the half mile. Fifteen of Californias best turned out: Wayne Rainey, Danny Perkins, Pete Hames, Jeff Johnson, the Cannon brothers, Roger Thompson, Mike Minnig just to mention a few. On the front line for the main were Perkins, Rainey, Minnig, Johnson, Curtis Can-

non and Thompson. When the flag fell it was Curtis Cannon out on top with Johnson second and Perkins third. On the second lap, Hames moved to fourth, and one lap later, had slipped by Johnson to take over the third spot. Rainey was also on the move as he came up from fifth to take over the fourth spot on the fifth lap. Thompson, who is still having trouble with his starts, came from the seventh spot to sixth but still had a long way to go. Hames started having engine problems on the fourth lap, and by the eighth go around the motor was gone and he was on the sidelines. At the half way point, Curtis Cannon put on quite a show in the lead with Hames making his final lap in second, Perkins third, Rainey fourth and Thompson fifth. With the demise of Hames everyone moved up a spot, but Cannon still kept the top spot out of reach. On the thirteenth lap, Thompson made his move on Perkins and took over second. It was a case of the youngsters showing the veterans the way home, and they did it in style with the one, two spots going to first-year pros. Perkins was third with Rainey and Johnson fourth and fifth. Of the 15 starters, ten were still in the running at the end of 15 laps.

Big brother, Chris was not about to be outdone by his little brother as he collected the marbles in the 250cc Money short track. Eddie San Roman got the nod off the line with Cannon second and Donnie Harrell third. San Roman did not seem too at home on the smaller bike and lost the lead to Cannon on the third lap. Harrell snuck by one lap later to put the pressure on Cannon, but the man was not about to be intimidated and kept his line; blocking well all the way around. Don Driggs who was running in the fourth spot, had his engine go on the ninth lap an that was it for him. At the end of 15, it was Cannon, Harrell and San Roman.

The Open Money short track saw Ross Klatt jump into the lead with Randy Bird second, Jeff Johnson third and Pete Hames fourth. Klatt held on for four laps before Johnson found the hole he was looking for and took over the lead. Klatt contended with Hames for two laps before Hames got by, but Klatt came right back two laps later and regained his spot. Hames was not to be stopped as he turned the tables again and second was his. Not too many were paying much attention to Curtis Cannon, who was quietly doing his thing in fourth. All of a sudden, he made his pressence felt on the tenth lap as he moved into third. With five laps to go, the front runners were established and it was Chris first, Hames second and Curtis third.

Results

SHORT TRACK

PEE WEE: 1. J.J. Wooten (Ita); 2. Dustin Skalski (Yam).

MINI: 1. Tommy Lunch (Suz); 2. Lyle Dove (Yam); 3. Robby Kasten (Hon).

100 NOV: 1. Craig Hodge (Yam); 2. J.J. New (Hon).

125 NOV: 1. Mark Ledbetter (Yam); 2. Klay Byler (Hon); 3. Craig Peyron (Suz).

250 NOV DIV I: 1. Matt Stoutenberg (Yam); 2. Carl Whitt (Yam); 3. Henry Ford.

250 NOV DIV II: 1. Al Maglietto (Yam); 2. Greg Gayler (Hon); 3. Brian Ughida (Yam).

250 AM: 1. Archie Perez (Yam); 2. Brian Runyan (Yam); 3. Tom Stanford (Bul).

250 Ex: 1. Chris Cannon (Yam); 2. Donnie Harrell (Kaw); 3. J. Ward McKee (Kaw).

N.S.O.T.H.G. DIV I: 1. Don Meiner (Yam); 2. David New (BSA); 3. Jim Chapman (Hon).

N.S.O.T.H.G. DIV II: 1. Bob Graves (Yam); 2. Pat McCann (Yam); 3. Ron Peyron (Kaw).

OPEN NOV DIV I: 1. Tom Hughes (Yam); 2. Ricky Steclk (Yam); 3. Joe Carter (Yam).

OPEN NOV DIV II: 1. Ken King (Yam); 2. Ron Wood (Yam); 3. Jeff Hagge (Yam).

OPEN NOV DIV III: 1. James Wood (Yam); 2. Lon Smith (Suz); 3. Rich Barnes (Hon).

OPEN AM DIV I: 1. Ross Thompson (Yam); 2. Bob Graves (Yam); 3. Don Meiner (Yam).

OPEN AM DIV II: 1. Ron Sheets (Rotax); 2. Scott Creager (Yam); 3. Jim Kesler (Yam).

OPEN EX: 1. Dana Dumond (Yam); 2. Joel Windham (Yam); 3. Ken Barrow (Yam).

250 MONEY: 1. Chris Cannon (Yam); 2. Donnie Harrell (Kaw); 3. Eddie San Roman (Bul).

OPEN MONEY: 1. Jeff Johnson (Hon); 2. Pete Hames (HD); 3. Curtis Cannon (Yam).

HALF MILE

MINI: 1. Tommy Lynch (Suz); 2. Lyle Dove (Yam); 3. Robby Kasten (Hon).

125 NOV: 1. Mark Ledbetter (Yam); 2. Clay Blyer (Hon); 3. Craig Peyron (Suz).

250 NOV: 1. Brad Roberts (Yam); 2. Al Maglietto (Yam); 3. Matt Stoutenberg (Yam).

250 AM: 1. Archie Perez (Yam); 2. Brian Runyan (Yam); 3. Ron Wood (Yam).

250 EX: 1. Donnie Harrell (Kaw); 2. Don Driggs (C-A); 3. Jeff Contreas (Bul).

N.S.O.T.H.G.: 1. Bob Graves (Yam); 2. Ken Barrow (Yam); 3. Don Meiner (Yam).

OPEN NOV DIV I: 1. Tom Hughes (Yam); 2. Ken King (Yam); 3. Bruce Beatty (Suz).

OPEN NOV DIV II: 1. James Wood (Yam); 2. Ron Wood (Yam); 3. Jeff Hagge (Yam).

OPEN AM DIV I: 1. James Steet (Yam); 2. Bob Graves (Yam); 3. Dana Dumond (Yam).

OPEN AM DIV II: 1. Ross Thompson (Yam); 2. Jim Kesler (Yam); 3. Scott Creager (Yam).

OPEN EX: 1. John Lundgren (Rotax); 2. Rick Reed (Yam); 3. Joel Windham (Yam).

OPEN MONEY: 1. Curtis Cannon (Yam); 2. Roger Thompson (HD); 3. Danny Perkins (HD).

Reid, Hannah battle at Saturday Saddleback MX

By Lee Kober

ORANGE, CA, JAN. 14

Team Yamaha rider Warren Reid won both motos of the 250cc Pro class after hard duels with Team Honda rider Bob Hannah, who is just coming back from the injury that sidelined him at the end of 1983.

Reid took the first-moto holeshot with Hannah right behind on the factory Honda. New Team Yamaha member Keith Bowen took a mid-pack start but quickly moved into third place behind Hannah. On the third lap, Hannah jumped into the lead and started to put a few seconds on Reid. Hannah stayed in front for a few laps until Reid forced his production Yamaha into first place. Hannah stayed glued to Reid's back fender and tried every trick in the book to get past him. Hannah slid out near the end of the moto and Bowen slipped past the Honda pilot for second. Reid took the win while Bowmen held off Hannah for second place. Hannah had to settle for third.

In the second moto, Hannah took the holeshot with Reid in second and Bowen third. Reid quickly jumped into the lead and left Hannah behind. Bowen stayed in third about 10 seconds behind the "Hurricane." Reid won the moto and the overall with Hannah taking second overall in front of Bowen, who took third.

In the Open Pro class, Honda pilot Joe Bond won both motos easily over Yamaha rider Mike Jackson, who placed second in both motos. Third overall went to Yamaha rider Tim Cauby. ●

Results

125 PRO: 1. Kevin McKnight (Kaw); 2. Larry Vislo.

125 PRO: 1. Warren Reid (Yam); 2. Bob Hannah (Hon); 3. Keith Bowen (Yam).

OPEN PRO: 1. Joe Bond (Hon); 2. Mike Jackson (Yam); 3. Tim Cauby (Yao).

125 INT: 1. Jason Neuman (Yam); 2. Kayo Knight (Suz).

250 INT: 1. Jeff Scott (Hon; 2. Mike Watson (Hon); 3. Jeff Lambson (Suz).

125 NOV: 1. Paul Brubacher (Hon); 2. Jim Denham (Kaw); 3. Nenad Bozin (Hon).

250 NOV: 1. Todd Duncan (Hon); 2. Richard Oliver (Yam); 3. Alex Paglia (Yam).

OPEN NOV: 1. Tiger Wingert (Hon); 2. Bart Hitt (Mai); 3. Robert Clark (Kaw).

125 BEG: 1. John Grudynski (Yam); 2. Luiz Pareto (Hon); 3. Bob Wolleson (Hon).

250 BEG: 1. Ed Wolleson (Hon).

MINI BEG: 1. Mike Corry (Suz); 2. Jeff Ohlson (Kaw).

MINI NOV: 1. Eric Bisbee (Kaw); 2. Steve Whamboldt (Kaw).

VET EX: 1. Tom White (Yam); 2. Marino Pastionell (Suz); 3. Tore Anderson (Hon).

VET INT: 1. John Tartaglia (Mai); 2. Bill Seifert (Hon).

Houston TT

(Continued from page 9)

Year Doug Chandler, and the ever-present Fay tucked in behind. While Shobert and Filice pulled away, Chandler and Fay were taking turns passing each other in the tight turns, with Chandler seeming to have the upper hand. Then coming off the jump and going into the tight sweeper, Fay collided with Chandler in what one trackside reporter described as "a classic T-bone." Result: both riders down, Fay out of the race and Chandler back up in last place.

Meanwhile, Shobert and Filice pulled away even more to finish 1-2, while Kenny Tolbert, who last year did wrenching chores for Ricky Graham, swept past the Fay/Chandler wreckage to take over third place and make the final.

Semis

The first semi-final had quite a few of the heavy-hitters who had been unlucky in the heat races — Randy Goss, Garth Brow, Scott Parker, Ronnie Jones — and only the winner would transfer to the main. For a while it looked like none of the established stars would win, as Jeff Haney grabbed the lead at the start and held on for almost half the race until he stalled his Honda's engine in a tight turn. Brow and Goss then took turns leading the way, with Parker in third. In the end, Goss prevailed, and Parker, Brow and Jones had to hope for a win in the Last Chance Qualifier.

The second semi was a Doug Chandler/Steve Morehead show after the pair got around quick-starting Matt Rozowicz. The lead changed hands several times, but Chandler seemed more willing to hang it out when he needed to and the junior Team Honda rider took the win.

Last Chance Qualifier

It took three starts to get the Last Chance Qualifier underway smoothly, and no one in the 'Dome felt worse about the restarts than Garth Brow. The Flint, Michigan, rider sprang to holeshots in the first two starts, both of which were nullified by red flags because of crashes. The third time was not Brow's charm as Scott Parker got the lead and Steve Morehead claimed second. Parker stretched his lead over Morehead and Brow to about three seconds, safe enough to allow a one-hand-off-the-bars, Supercross-style victory wave to the crowd while flying off the jump on the last lap. After failing to make the short track final on Saturday, Parker's hot-dogging was understandable.

Junior final

Sixteen-year-old northern California rider Chris Carr was easily the class of the Junior field, running away with the Junior TT final to match his performance in the Junior short track the previous night. Carr is only the third Junior to score a Houston double win, joining the lofty company of Bubba Shobert and Jimmy Filice.

Using some of the cleanest lines of the weekend, Carr quickly cleared away from the elbows-out racing going on behind him and showed why he is giving the Experts so much trouble in the combined-class Great American Shootout indoor series.

Carr, wearing a helmet-stretching grin, managed to blurt out, "This is great! I love it!" after the win, before moving over to the trophy stand to hold up a trophy that was almost as tall as him, and kiss Miss Camel, who was only slightly taller than him.

National

Fifteen riders lined up for the 25-lap final; three factory Hondas, one privateer Honda and a lone Yamaha against 10 similarly engined Harley-Davidsons or Can-Ams.

At the start it was the red, white and blue of Team Honda up front as Bubba Shobert led Ricky Graham. Pete Hames was in an impressive third and Steve Eklund, not making a particularly good start from his front-row position, was fourth. Randy Goss, Doug Chandler and Scott Parker were hampered by their back-line start positions but were already starting to move towards the front. Of the three, Parker seemed to have the best drive.

On lap three Jim Filice, riding the beautifully finished brown-and-tan Harley Owners Group-sponsored machine, crashed while trying to move up through traffic and was out of the race with a painful arm injury.

Graham, meanwhile, had closed tightly on teammate Shobert and appeared to have the edge in handling, as Shobert's bike kept pushing its front end whenever Shobert tried to take the tight inside line. Graham got past in the short sweeper on lap five and from that point on the race was his, the first win he has recorded for Team Honda.

For a while it appeared that Eklund would make a run at Graham after first getting by Shobert. Graham and Eklund were using the same lines around the race track, but Graham's Honda appeared to hook up with more authority coming out of corners. Eklund said later that his shock started acting up in the latter stages of the race, forcing him to be careful about rolling on the throttle when exiting turns. Lapped traffic was also a factor, with Graham making good use of the backmarkers to put more ground between himself and Eklund.

The order, then, for the top three was set and remained constant: Graham, Eklund and Shobert. Back in the field, however, things were jumping. Parker, Goss and Chandler had moved into the top eight and were disputing positions with Hames and Alex Jorgensen. At one point, Parker had moved up to fifth behind Hames, but had trouble and slipped back to eighth. Goss then edged by Hames to hold down fourth, but couldn't make up any more distance on the leading trio before the checkered flag fell.

Tired, but happy with his come-from-behind performance, Goss said after the race, "I just tried to pick my lines. I'm really tired, though. When you give guys like Graham that much head start and try to catch up, it really tires you out." When informed of the tie with Graham in points, Goss joked, "Back to the same old thing!"

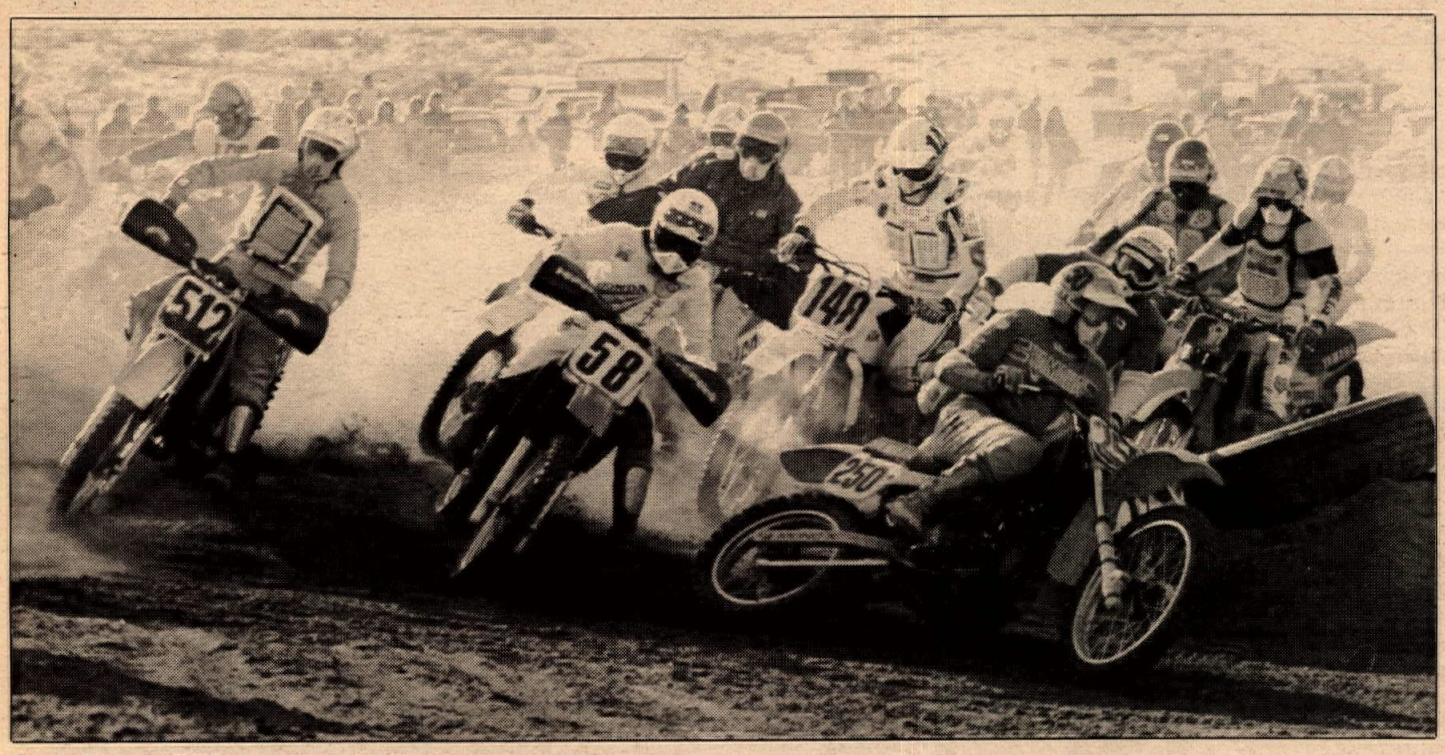
"I just used the track," was Graham's explanation of his race-winning ride. "The cushion was on the outside, so I'd run into the corners high, turn as soon as I could and try to make the straights as long as possible." Asked if he was aware that Eklund was behind and at one point catching up, Graham replied, "No, but I figured Steve would be my toughest competition; he and I ride a lot alike. But if you start worrying about who's behind you, then you start to screw up. I never worry about who's behind." ●

Results

1. Ricky Graham (Hon); 2. Steve Eklund (H-D); 3. Bubba Shobert (Hon); 4. Randy Goss (H-D); 5. Doug Chandler (H-D); 6. Scott Parker (H-D); 7. Alex Jorgensen (C-A); 8. Pete Hames (C-A); 9. Richard Arnaiz (C-A); 10. Fran Brown (H-D); 11. Jeff Johnson (Hon); 12. Kenny Tolbert (H-D); 13. Duane Gerrard (C-A); 14. Mike Gilkey (Yam); 15. James Filice (H-D).

CAMEL PRO SERIES POINT STANDINGS: 1. (TIE) Ricky Graham/Randy Goss (31); 2. Pete Hames (23); 4. Steve Eklund (16); 5. Doug Chandler (14); 6. (TIE) Jay Springsteen/Bubba Shobert (13); 8. Fran Brown (11); 9. Garth Brow (10); 10. (TIE) Randy Green/Scott Parker (9); 12. (TIE) Steve Morehead/Alex Jorgensen (8); 14. Terry Poovey (7); 15. Richard Arnaiz (6); 16. Tim Mertins (5); 17. (TIE) Jeff Johnson/Ronnie Jones/Kenny Tolbert (4); 20. (TIE) Rodney Sullivan/Duane Gerrard (2).

NORTHERN DATELINE



Gary Guest (250) and Eric Hall (58) lead the 250cc Pros out of the Horn Rapids first turn.

Casey, Castro clean up at SHR MX

By Sally Sideliner

BRENTWOOD, CA, JAN. 22

Kimo Casey, aboard a Contra Costa Honda-sponsored Kawasaki, holeshot the 125cc Pros at Sand Hill Ranch today and held the lead through all 10 laps. Wille Miller's Suzuki gave Casey some pressure but Miller was never quite able to make the pass.

Miller did grab the lead in moto two with Casey in hot pursuit. Casey tried for a downhill pass but Miller beat him to the turn. However, on the second lap, at the same downhill, Casey tried again and succeeded, taking the first overall for the second week in a row.

Casey turned right around and holeshot moto one of the 250cc Pro class on another Contra Costa Honda Kawasaki. Danny Castro's Yamaha hung close behind and on lap three zapped Casey on a wide sweeping uphill. Casey stuck like glue as the two moved away from the pack. Rich Mythen, on a Skip's Two-Wheeler Suzuki, put it into high gear and began to close on the leaders. Mythen lost his chain on lap five giving George Hopper the number three spot. Casey slid out on a right hand turn, allowing Hopper to close the gap but not enough to get by. Hopper made a pass in the backstretch and Casey cut under to regain his number two position at the checker.

Casey's holeshot in moto two was short-lived as Castro passed him on the first lap to get an early lead. Mythen brought his Suzuki into contention and with Hopper's Honda, all four dueled for the lead, but Castro held on for the win and the overall.

David Woodall led the Open Pro class for several laps but soon found the Hondas of Hopper and Darrick Luchessi sailing by for the first and second places.

Luchessi pulled a nice start across the gate in moto two but Hopper managed to stick to his rear fender as the two put quite some distance on the pack. Hopper finally found a way, around Luchessi, only to lose compression on the downhill and pull off. Luchessis 2-1 tally gave him the overall win.

Results

125 PRO: 1. Kimo Casey (Kaw); 2. Willie Miller (Suz); 3. Gary Johnson (KTM).

250 PRO: 1. Danny Castro (Yam); 2. George Hopper (Hon); 3. Kimo Casey (Kaw).

OPEN PRO: 1. Darrick Luchessi (Hon); 2. David Woodall (Hon).

MINI: 1. Jason Assad (Kaw); 2. Matt Ramey (Kaw).

Lange, Hall score at Horn Rapids 'Dome qualifier

By Brian Barnes

RICHLAND, WA, JAN. 15

Under clear skies, 200 riders battled 30-degree temperatures and a semi-frozen racing surface in this weekend's first Kingdome qualifier held at Horn Rapids ORV Park. The event, which is the first of three, was held as both a professional and amateur qualifier in conjuntion with Insport and Super-Sports. Doug Lange, a Yamaha Support/MX Fox-sponsored rider from Canby, Oregon, made his trek to eastern Washington pay off by taking a 2-1 tally for the 250cc win over 23 entrants. Beaverton Honda Support/Sun Products rider Eric Hall took the measure of the 125cc class with victories in both motos, while Honda-mounted Chris Moritz did the same in Open.

The first moto of 250cc action found Airway Heights Yamaha rider Gary Kuest, KTM-mounted Scott Tyler, Hall and Lange up front as the pack headed around turn one. Hall wasted no time in moving past Kuest and Tyler and was up front as lap one was completed. By lap three the order read; Hall, Tyler, Lange and hard-charging KTM rider Kenny New, just after Tyler past the lap checkers he suffered an awesome crash, ending his hopes. This left Hall with a huge lead while New, Lange, Suzuki-mounted Dennis Ostriem and Highland Honda Hi-Point P.B.I. rider David Froemling pursued the next four spots. On lap seven, disaster struck for Hall as he idled his bike towards the lap checkers with numerous broken spokes while New, Lange and Ostriem passed him and were in the top three. Lange made a series of moves during the next lap, finally getting past and holding on to the top spot for the remainder of the race. New put in a great race to take second, with Ostriem, Froembling, Ron Pomeroy and Kuest rounding out the top six.

The second race found Kuest taking a nice holeshot ahead of Lange, Pomeroy, Hall and Kawasaki-mounted Marvin Waldo, but Hall picked off the top two riders and was on his way to the second-moto win. The next six spots were up in the air until the finish flag dropped, with Lange, Pomeroy and Waldo third, fourth and fifth, while Kuest, Suzuki pilot Danny Diesso and Froemling were five through seven.

The 125cc class belonged to Hall both motos, but some strong performances were turned in the next three overall spots. Froembling was second with a 3-3 tally, Honda-mounted Steve Oster put in a great 2-5 score for third with Suzuki rider Kelly Almquist fourth overall. Cory Klaudt took a nasty crash the first moto in the same place Tyler did but came back to chase Hall across the line for a second moto runner-up.

The amateur A riders in the 80, 125, 250 and Open classes will have quite a Saturday night in the Kingdome if they finish the three races of the series in the top five. The five riders in each class will contest the Washington State Championship with the winner being invited to Houston's Astrodome for the finals later this year.

Results

60: 1. Rod Stanley; 2. Butch Smith; 3. Lance Rudge.

85 (7-11): 1. Butch Smith; 2. Rod Stanley; 3. Matt Shea.

85 (12-13): 1. Lowell Thomson; 2. Paul Rowland; 3. Steve Wagner.

85 (14-15): 1. Scott Myers; 2. Brian Thompson; 3. Larry Ward.

125 PRO: 1. Eric Hall (Hon); 2. David Froembling (Hon); 3. Steve Osten (Hon).

125 A: 1. Steve Cooper (KTM); 2. Jamie Munson (Yam); 3. Rob Evans, (Yam).

125 B: 1. Lowell Thompsen (Yam); 2. Corey Barton; 3. Rod Habig (Kaw).

125 C: 1. Trevor Peterson (Yam); 2. Scott Hytton (Yam); 3. Tom Morris (Yam).

250 PRO: 1. Doug Lange (Yam); 2. Ron Pomeroy (Suz); 3. Gary Kuest.

250 A: 1. Lance Richote (Hon); 2. Danny Bullock (Hon); 3. Charlie Mitchel (Hon).

250 B: 1. Mark Dickey (Hon); 2. Steve Cooper (Suz); 3. Mat Miller (Yam).

250 C: 1. Jim Henn (Mai); 2. Dave Ivey (Hon); 3. Lyle Perkins (Hus).

OPEN PRO: 1. Chris Moritz (Hon); 2. Kevin Wester (Hon); 3. Randy Rosen (Hon).

OPEN A: 1. David Bailey (Hon); 2. Ron Wallace (Hon); 3. Charlie Mitchell (Hon).

OPEN B: 1. Erik Nichols (Hus); 2. Dan Nix (Suz); 3. Mark Johnson (Kaw).

OPEN C: 1. Tim Fittro (Yam); 2. Randy Koon (Hon); 3. Scott Towslee (Hus).

OTHG: 1. Richard Mellne (Suz); 2. Norman Bergsma (Hon); 3. Voyt Lyons (Suz).

OT: 1. Ronald Marshall (Yam); 2. Roger Stanley (Hon); 3. Dayton Hickson (Suz).

New bikes shown up north

By Lane Campbell

VANCOUVER, B.C., CANADA, JAN. 13-15

Strolling the floor of B.C. Place, Canada's new inflatable "Kingdome", during the Cycle Canada show was like a walk through a hall of mirrors. You see yourself, yet reflected strangely.

The Canadian market in many ways reflects our own, as was evident from the Big Four displays here. There is a niche for "traditional North American styling" (translated: Harley lookalikes); another niche for full-dress touring and all-weather gear (not surprising, as British Columbia shares the Pacific Northwest's weather pattern and the people are equally into year-round riding); there's a sizeable market for motocrossers, dirt thumper/playbikes and three-wheelers. Yet like a tinted overlay, there's an Old World coloration to it all.

Take the simple matter of food and drink. At the typical American show, refreshments would be the exclusive domain of a single food processor/-concessionaire; like it or lump it. At Cycle Canada, independent local concessionaires were scattered about the floor, offering jerky, sausage, cheeses, beer nuts, fudge and other home-grown goodies. Of course, Canadian beer is peerless this side of the Pond.

A similar Euro-style subtlety colors the bike offerings. In among the U.S. market lookalikes are familiar engines wrapped in full-boogie cafe clothing. Leather clothing concessionaires lean heavily toward racer style. The girls wear Soho-flashback miniskirts, thigh-length, in leather or vinyl and cute little ankle-length boots.

Then, hidden among the media/-market melange is the "Forbidden Fruit" — the bikes that the EPA and the gnomes of Market Analysis have attempted to quarantine from the U.S. market. Perhaps the biggest tempter of all is Yamaha, with both the RZ350 and RZ500 models on display. The V4 at the show was still a prototype, but full model release in Canada is expected later in the season. The 350s are already finding their way into private hands on both sides of the border. According to Northwest roadracers, the Canada version is about 12 lighter and maybe 10% quicker than its EPA-legal counterpart.

Also on the Yamaha stand, the return of the trialer. The new TY250 with its articulated monoshock and super-narrow chassis is truly world-class equipment (as was demonstrated at several stadium trials exhibitions during the show) and priced to match — $2999 Canadian. So far the trialer is released in Canada only, but sources at the show say that trials specialty shops in the U.S. will be ordering them through Europe for those who can pay the freight.

At Suzuki the mind-blower was the RG250 liquid-cooled twin. This model is not yet released, although roadracer Gary Goodfellow has obtained one for the coming campaign at Westwood and points south. On the signboard was a cryptic notice — RG500 four, coming soon.

For ongoing entertainment, the

organizers laid out a fair-size BMX course and stadium trials setup in one corner of the B.C. Place arena. Local club people kept the action going constantly.

A videotape of *"On Any Sunday"* I and II was obligatory, as were scattered video shows at various manufacturer displays. Lots of opportunity to freak out on world-class road racing, motocross and trials.

Some motorcycle shows are just transparent hype. This one, you could leave virtually satiated, ready to throw a leg over another year's riding.

Nation, Fish share top billing at Spillway

By Jim Pluhar

SANTA MARIA, CA, JAN. 21

At the Spillway bi-monthly motocross race today a better-than-expected turnout of riders competed in classes ranging from 80 to 500cc. With a CMC Golden State Series race at Huron Cycle Park and Super Bowl Sunday on the tube, it was felt that the turnout might be small. But many of the Sportsmen who competed on Saturday at Huron traveled to Santa Maria for the Sunday events.

The only Pro at Spillway was Mark Nation, who beat the Intermediates and Juniors in the 250cc division to get his money back. But the rider who shined in the event was the lady from Santa Barbara, Sue Fish, who finished first and second on the day to take first in the 250cc Intermediate class over Peter Dill. Jim Diyorio was the winner in the 250cc Junior division.

In the Mini class Randy Moody was first, Glen Olson second and Torey third. All of the entries were Mini Juniors.

In the 125cc class John Davis took first twice and Tim Pilg took second twice to top their Junior adversaries. Eddie Guajardo and Brad Toms did the same to the 125cc Intermediates. Lee Johnson was the winner in the Open Junior class with Ken Symer and Bill Hilliard coming in second and third. The Over The Hill Gang class went to Peter Dill, with Phil Dalton second.

Hooper, Toreson Terrorize Clarks Branch MX

By Clay Light

MEDFORD, OR, JAN. 15

National Number 83 Larry Hooper continues to terrorize southern Oregon on his Hondas, this time taking his O'Neal/Hon-Yam of Roseburg/Ralph Huffman/American Honda Support CR250 across the line for a romping of the large 250cc Pro class. Ashland's Randy Toreson also put a Honda into the winners circle taking the Open Pro class.

With the weather getting better, riders turned out in hoards, many with new machinery. Ryan Huffman continues to pour-it-on in the Pee Wee Intermediate class. Huffman pulled off his Hooper imitation by running away, convincingly on his Papa Ralph Huffman-sponsored Yamaha; winning both motos over rival Joie DePew (Hon) and Brett Holm, who finished 2-2 and 3-3 respectively.

Hooper hooked up for a clean holeshot in moto one of the Pro's eleven-lap bash, gating thirteen riders. "Hoop" led the troops up the sparcely wooded hillside and then down the long national-calibre, double-jumped downhill. Rod Huffman hasn't seen much racing for quite some time, but put his Honda into second over KTM-supported Rodney Keller, Honda Support-rider Arne Hettman and desert star Rick Bozarth (Suz). Up front it was Hooper alone with Huffman, Keller, Kevin White and Bozarth battling for second after Hettman dropped out. Hooper took it all the way to home plate with Huffman nabbing second after a moto long swapfest with Keller. White netted fourth, Bozarth fifth, and Yamaha-mounted Jeff Martin sixth.

Moto two was nearly a repeat, except for the fact that Keller was on the gas and rode Hooper's rear wheel while Huffman, White, Open Pro moto-winner Randy Toreson, Bozarth and Ben Grable were in hot pursuit of the quickly-disappearing leader. Hooper kicked in an afterburner to collect a second-moto win for a 1-1 with Keller second and second overall (3-2) over Huffman (2-3), White (4-4) and Bozarth (5-5), rounding out the pay spots.

The largest class of the day was the 250cc Junior's slugfest. Lane Clow copped the first-moto win with Colin Whiting and Ian Christie in tow. Sixteen riders lined up for the second moto and at the end it was Ron Milligan taking the checkers over Lee Hubbard, Clow and Don Schneider. Clow copped the overall with a 1-3.

Results

OPEN PRO: 1. Randy Toreson (Hon); 2. Ben Grable (Hus); 3. Arne Hettman (Hon).
250 PRO: 1. Larry Hooper (Hon); 2. Rodney Keller (KTM); 3. Rod Huffman (Hon).
OPEN JR: 1. Rob Lauver (Hus); 2. Steve Nitschke (Suz); 3. Elmer Riemer (Hon).
250 JR: 1. Lane Clow (Yam); 2. Ron Miligan (Hon); 3. Lee Hubbard (Hon).
MINI INT: 1. Monty Spaulding (Yam); 2. Darren Clayton (Kaw); 3. Ed Portz (Suz).
MINI JR: 1. Jason Pearson (Hon); 2. Phil Escobar (Yam).
OT: 1. Elmer Reimer (Hon); 2. Rob Lauver (Hus); 3. Bob Jansen (Yam).
125 JR: 1. Gary Beyer (Kaw); 2. Curt Cunningham (Kaw); 3. Rob Pierce (Suz).
125 INT: 1. Mark Wattman (Kaw); 2. Ron Robinson (Hon); 3. Chad Klingbeil (Hon).
250 INT: 1. Scott Russell (Hon); 2. Chris Leach (Hus); 3. Ted Perreard (Suz).
PEE WEE: 1. Ryan Huffman (Yam); 2. Joie DePew (Hon); 3. Brett Holm (Yam).

Pool tops Great Jackson Creek On/Off-Road Race

By Fritz Martin

MEDFORD, OR, JAN. 8

Two years of domination by Dave Riant and his killer 125cc KTM ended with the 5th running of the Great Jackson Creek Off-Road, Road Race. Dennis Pool took the overall by beating Riant by 19 seconds this year after failing to beat him last year.

The race consisted of a timed run for each rider up a two mile, decomposed granite fire road. At the top of the road, the riders turned around and coasted down dead engine timed. Up-and-down times are combined for an overall score. Most riders removed their chains and pumped up their tires to help them coast.

With riders starting 10 seconds apart, Riant had to pass riders going up and down. Pool was more careful about the riders he started behind and had no trouble with slower riders. One new twist added to the race this year by riders trying to out-trick each other was the use of cardboard fairings. It was used by three riders, including Pool. It seemed to help all three. Joe Stagg used his fairing to win the Open class and Fritz Martin used one on a borrowed bike to finish fourth in the Open class.

The fastest uphill time of the day was turned in by the 250cc class winner Jeff Harsha. Rob Carlson coasted in for the fastest downhill and an overall time good enough for second in the Open class. This was after entertaining the rest of the open class at the top of the hill by wheeling all the way over backwards at the start-finish line.

Results

OPEN: 1. Joe Stagg; 2. Rob Carlson; 3. Curt Hunter.
250: 1. Jeff Harsha; 2. John Lawton; 3. Kevin Griffeth.
200: 1. Dennis Pool; 2. Dave Riant; 3. Ron Maddox.
100: 1. Troy Coburn; 2. Gib Campfield.
MASTERS: 1. Tyrrell Hart; 2. Larry Sause.
VINTAGE (Pre 76): 1. John Lawton; 2. Wendell Sause; 3. Jody Harris.

Spectators got a peak at the new Yamaha 250 trials bike in action at the Cycle Canada motorcycle show in Vancouver.

Henson, Moore blitz indoor ST

By Marty Gregory

CALDWELL, ID, JAN. 7

The Owyhee Motorcycle Club's reigning Class C points champ, Ricky Henson, whupped it on the boys in the 250cc Expert main to win the first race of the OMC's 1984 Indoor Short Track Series. Henson held off a determined charge by Caldwell's Kelly Perkins to get a leg up on the overall series championship which will see more race dates in February and March. and March.

Booming his custom-framed Honda thumper to a popular win in the Open Expert division, Jerry Moore had the same problem as Henson: Kelly Perkins, this time on his 490 Maico track bike. And, with solid second placings in both the 250 and Open mains, Perkins will go to the next race in good shape points-wise. He deserves some credit for his inspired rides in both classes.

Another OMC points champ, Toby Ashleym, bested Dexter Humbard and Chad Case to win the Mini Expert race while "Trick" Troy Norris put his immaculate Honda water-pumper into the winner's circle in the 125cc event. Norris was pressured by Joel Husky and Roy Jennings.

Beginner action was likewise "hot 'n heavy" with Terry Anderson ripping his Bultaco-framed Suzuki (Buluki?) around to scarf the gold in the 250cc B main ahead of Jeff Russell and OMC PR guy Larry Cowles. Anderson didn't have quite as much luck in the Open B race, though, as Garry Bonney and Big Bill Macy relegated Terry and his custom Honda thumper to third.

Another dandy ride was turned in in the Mini B Main as Al Russell, Jr. bested Jerry Thompson and Kevin Merrill to wind-up on top. "Baby Ers" crashed his way of of contention in the 125cc B finale, though, leaving the win to perennial "B-Killer" Jeff Irby.

Results

PEE WEE: 1. Casey Anderson (Yam); 2. Melissa Cook (Yam); 3. Jason Smith (Yam).
MICRO: 1. James Cyr (Kaw); 2. Jason Gale (Yam); 3. Leslie Cook (Yam).
MINI B: 1. Al Russell, Jr. (Yam); 2. Jerry Thompson (Hon); 3. Kevin Merrill.
125 B: 1. Jeff Irby (Kaw); 2. Hans Kirschner; 3. Jamie Steelsmith.
250 B: 1. Terry Anderson (Suz); 2. Jeff Russell (Yam); 3. Larry Cowles (Yam).
OPEN B: 1. Garry Bonney (Hon); 2. Bill Macy (Hon); 3. Terry Anderson (Hon).
3-WHEELERS 200: 1. Jeff Miller (Suz); 2. Rick Stoolman (Yam); 3. Jerry Dennis.
MINI EX: 1. Toby Ashley (Kaw); 2. Dexter Humbard (Kaw); 3. Chad Case (Hon).
125 EX: 1. Troy Norris (Hon); 2. Joel Huskey (Suz); 3. Roy Jennings (Hon).
250 EX: 1. Ricky Henson (Yam); 2. Kelly Perkins (Hon); 3. Dean James.
OPEN EX: 1. Jerry Moore (Hon); 2. Kelly Perkins (Mai); 3. Rod Reynolds (Hon).

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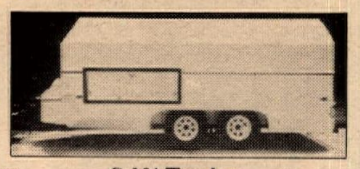

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AMA District 37 Calendar

Southern California

For Competition Cards & Schedule Call:
Jim Lang (805) 527-8324

Feb 12	Four Aces	HH
Feb 12	Double Cross	MX
Feb 19	Sunrise	MX
Feb 25	SMX	MX
Feb 26	Brush Busters	HS
March 3-4	Viewfinders	GP
Mar 4	Chaparrals	Enduro
Mar 11	HBMC	HH
Mar 11	Double Cross	MX
Mar 17-18	VOTE	Trials
Mar 18	Sunrise	MX/Trail
Mar 24	SMX	MX
Mar 25	Invaders	HH

District 37 ROAD RIDING
Office (213) 256-4944

Feb. 26	Pasadena M.C.
Mar 18	ACC Unlimited 200 Miles
Apr 15	Mixed Breeds
May 5-6	Santa Barbara

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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Tenative Grand National Camel Pro Series

3/4-11	RR/Daytona Bch, FL
4/7	TT/Gardena, Ca
4/14	M/Sacramento, Ca
5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quoin, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL
10/20	TT/Pontiac, IL

InSport/Wrangler Supercross Series

2/11-12	Seattle, WA
2/25	Atlanta, GA
3/24	Houston, TX
4/14	Dallas, TX
4/28-29	Pontiac, MI
5/5	Kansas City, MO
5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay area
TBA	Los Angeles area
TBA	San Diego, CA

AMA 1984 Motocross Schedule

3/4	Gainesville, FL
3/10	Daytona Beach, FL
3/18	Talladega, AL
4/1	Orange, CA
4/8	Sacramento, CA
5/13	Atlanta, GA
5/27	Mt. Morris, PA
6/10	San Jose, CA
6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/12	Millville, MN
8/19	Denver, CO
8/26	Washougal, WA

1984 Golden State Series Schedule

2/12	Carlsbad, CA
2/18-19	Sunrise Valley, CA
2/25-26	Santa Maria, CA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

3/24	South Africa
4/15	Italy
5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
6/30	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

4/8	Italy
4/15	Netherlands
4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

4/8	France
4/29	Austria
5/6	Yugoslavia
5/13	Czechoslovakia
5/20	England
6/3	Spain
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Japan

500cc

4/15	Austria
4/29	Switzerland
5/7	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

4/8	Switzerland
5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trial Series

3/4	Spain
3/11	Belgium
3/18	England
3/24	Ireland
4/8	France
4/15	Germany
6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Germany
7/8	Belgium
9/2	Japan
9/9	Sweden

AMA National Enduro Championship Series

2/19	New Idria, CA
4/1	Pelion, SC
5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship

3/4	Lake Wales, FL
4/8	Hurrican Mills, TN
4/15	Redding, CA
5/20	Bruceton Mills, WV
5/13	Corona, CA

AMA National Championship Reliablity Trial Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Seattle
9/1	Oregon
9/3	Washington

NMRA-NHRA 1984 Drag Race Schedule

3/17-18	Gainesville, FL
4/14-15	Atlanta, GA
5/5-6	Atco, NJ
*5/19-20	Gainesville, FL
6/9-10	Columbus, OH
6/23-24	East Haddon, CT
6/30-7/1	Columbus, OH
7/14-15	Englishtown, NH
*8/11-12	Washington, DC
8/18-19	Brainerd, MN
9/1-3	Indy, IN
10/6-7	Atco, NJ
10/20-21	Pomona, CA

*Dates are Tentative

Other Major Events Abroad

6/17	Pairs Speedway Championship Finals, Longo, Italy
8/18	Team Speedway World Championship, Leszno, Poland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe Des Nations, Dalecin, Czechoslovakia
9/9	Motocross Des Nations, Ruskeasanta (Vanta), Finland
9/16	Trial Des Nations, Myslenice, Poland
9/16	Trophee Des Nations, Varberg, Sweden
10/1-6	ISDE, Assen, Netherlands

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA. Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rgt on Magnolia to Buchman, rgt on Buchman takes you to track. All classes. 30% trophs to Sptsmen. 150% Pro pb. Gates open 5 pm, prac 6 race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50, N. on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/831-3482.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30, Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac, 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979

February 10-12

WASHINGTON MOTORCYCLE SHOW
Tacoma Dome, 2727 E. D St., Tacoma, WA.(Exit 133 off I-5). The Great American Motorcycle Show. Admission $4, child under 8 and seniors over 65 free. Great American Media, Inc. Info 714/675-0132 (Jane Boisvert).

February 11-12

WASHINGTON SUPERCROSS
Seattle Kingdome, Seattle, WA. Saturday night and Sunday afternon. To charge tickets call 206/628-0888.

February 12

AME CALIFORNIA GRAND PRIX
Indian Dunes Cycle Park, Valencia, CA. Sportsman classes only. $4000 in prizes and contingencies. 30% trophs. Pro for a Day Grand Prix. 15 riders per class for pb. 1st place, $100. Gates open 7 am, sign-up 7, race 8. Entry $15 mail, $20 post. Info 818/881-5778.

CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. Hwy 74 to Ellis, left to Burton. All classes includ. ATV. 30% trophs, 100% trophs to Minis. Supercross tickets to Long Jump winners. 100% t-shirts, $12,000 in year end prizes. Gate 6 am, prac 8, race 9. Entry $16 mail, $20 post. Doublecross Racing. Info 714/371-6333 (Rick).

CMC CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA Hiway 101 at North Broadway exit. All classes includ ATV. 100% pb Pro. 30% trophs. Last race of Golden State Series 2/25-26 at Spillway Park. Gate 6:30 am, sign-up 7, prac 8, race 9:30. Entry $12, $20 Pro. Info 805/925-0055 (Tom Hearen).

D-38 CALIFORNIA HARE SCRAMBLES
Plaster City East in Imperial County. Take I-8 East from San Diego and use the Dunaway Rd. exit and follow the arrows. All classes includ. ATC. 20% trophs, finisher pins. Prac on Sat, race Sun. 10:00 am. No membership reqd. Everyone welcome. Entry $15 for bikes and ATC. Info 619/427-5759.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

USR CALIFORNIA GRAND PRIX
Arroyo Cycle Park, San Bernardino, CA. All classes includ. ATV. 50 min. race, 7 mi. laps. $2000 contingencies, 20% trophs. No mem. req. Open 7 am. Sign-up 7:30, prac 8, race 9. Entry $15 mail, $20 post. Overnight camping. For more info 714/673-6816.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CRC FAMILY ENDURO
Barstow, CA. All classes. Finisher pins, 20% trophs except for special beginner class. CRC points. Start 8 am. Info 714/689-6114.

GOLDEN STATE SERIES
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., East 3 mi. to raceway. All Sportsmen, 80 Expert, Vets, OT, S/C. Gate 6:30 am, sign-up 7-8:30, first race 9. Entry $15 mail, $20 post. CMC, Skoal. Info 714/261-6116.

CALIFORNIA HARE AND HOUND
Red Mountain, CA. Limed from 395 Trona Rd. and 395 and Garlock. All desert classes. 10% trophs, finisher pins. 100 miles, 2 loops. Start 9 am. Entry $16. Info 805/255-0675.

AMA/D-36 MARISVILLE MOTOCROSS
E Street Track, Marysville, CA. Hwy 70 to N. Beale Rd. (at South City limits), then go over Levee on Shad Rd. (one block west of Honda of Marysville). Rain or shine. No pit riding, no riding day before race. AMA and D-36 cards on sale at track. Entry $15, $20 Pros, $4 watch, 6-12 $1. Info 916/695-2727 (Charile Sexton).

AMA/D-37 CALIFORNIA GP
Perris Raceway, Perris, CA. 91 Frwy E. to Elsinore Frwy (15), 20 mi. S. to Hwy 74, left 8 mi. to Ellis, left 300 yds to Burton. All classes. 30% trophs, $10,000 in prizes. 1984 GP Championships. Gate 6:30 am, prac 8, race 9. Entry $16 mail, $20 post, $10 a year membership. Double Cross Racing. Info 714/371-6333.

CMC CALIFORNIA HARE SCRAMBLES
First annual CMC Hare Scrambles. Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diable and Vasco Rds., turn right. All classes. Finisher pins and 30% trophs. 50% pb to Ex. Points awarded for CMC Hare Scrambles series. Gate 6:30 am, races start 8:30. Entry $15 race, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

February 17

MOTORCYCLE SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. S. end of Newport 55 Frwy. Opens 6 pm to 10 pm. Free parking, 1000s of bikes, parts and accessories. For more info call 24 hours 714/495-2542.

February 18

GOLDEN STATE MX SERIES
Sunrise Valley, Adelanto, CA. 2 mi. north of town on Hwy 395. All Sportsmen. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $15 mail, $20 post. CMC Skoal, Info 714/261-6116.

IDAHO SHORT TRACK
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes includ. 3-wheel. 90% pb, Experts, 10% overall series winners. Trophs to overall pts. winner in Amateur class. Silecners reqd. Sign-up 4 pm, prac 6, race 7. Entry $10, $15 Exp., Pee-Wee, Micro Mini, Powder Puff and 3-heelers $5. Admission $3, 6-12 $1, child free. Owyhee M/C Club. Info 888-9528, 342-7439, 888-7357.

February 18-19

CALIFORNIA MOTOCROSS
Butter Cup Valley Classic, 20 mi. W. of Yuma, CA, on I-8 to Grays Well exit. Take Frontage Rd. 2 mi. E. to race headquarters. Trophs, contingencies, cash prizes for Sprtsmen, Ex. and Vet classes. Gate Sat., 8 am and 1 pm, Sun., 9:30 am. Entry: Uphill $20, TT/MX $25, Cross Country $30, $5 off pre-register. Spectators free. Yuma Racing Assoc. Info 602/783-6069 (Marilyn Segrest).

February 19

GOLDEN STATE SERIES
Sunrise Valley, Adelanto, CA. 2 mi. north of town on Hwy 395. Pros, 80 Expert, Master, S/C. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30 race 9. Entry $30 mail, $40 post. CMC, Skoal. Info 714/261-6116.

AMA/D-37 CALIFORNIA ENDURO
Rand Mountains, CA. All classes includ. ATV. Entry $17 A & B riders, $15 C riders, $12 ATV. Add $4 for post entries. 3 man teams add $1. Info 213/943-6357 or 843-8478.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex

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Entries OPEN NOW! In large classes the start position will be determined by postmark.

Schedule:

8:00 a.m.	250 Beg, Nov, Int
9:00 a.m.	ATC
10:00 a.m.	Odyssey
11:00 a.m.	Minis
12:00 noon	Vets
1:00 p.m.	Pros
2:00 p.m.	100, 125, 175, 200, Beg, Nov, Am
3:00 p.m.	500 Beg, Nov, Int
4:00 p.m.	Team Race

CRC MEMBERSHIP
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Cycle News - Weekly news, not monthly history.

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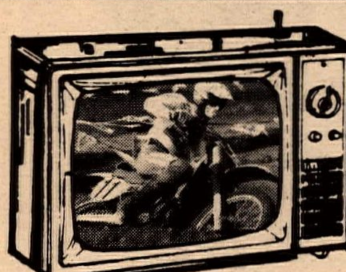

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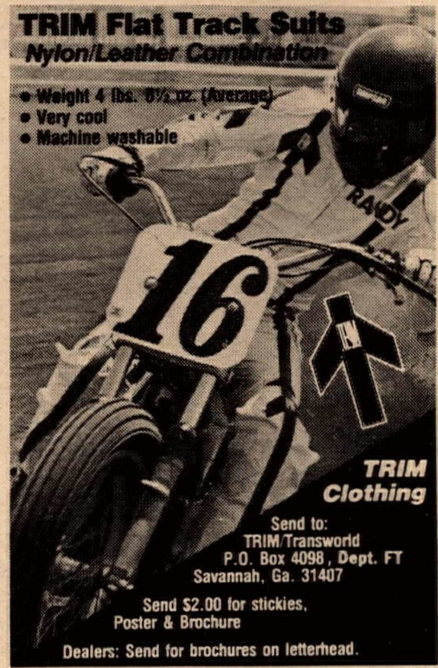

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purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA/D-36 NATIONAL ENDURO
30 mi. N. of Coalinga, CA, at clear creek Recreation area. SRMC property. AA, A, B, C classes. Gift jackets to class winners. AA/A/B go 3 loops, C go 2 loops. Keytime 7:30, first rider out 7:31. Entry $20 pre, $25 post. Salinas Ramblers M/C. Info 408/449-5561, 384-4495.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn rught. All classes, 30% sportsmen trophs, 100% Pro pb. Gate 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/671-7859 634-3328 (Tom Anderson).

ROAD RACE
Phoenix International Raceway, Phoenix, AZ. 115th Ave and Baseline Rd. Follow 115th Ave. S. from Buckeye Rd. All classes. Trophs. Will accept any current road racing license instead of new riders school. New riders school starts at 7:30 am. Gate opens at 6:30, prac 9, race 1. Entry $15 memb., $15 new riders schol, $30 first class, $15 addit. class. $3 watch. Info 602/973-2185, 247-5542 (Kevin Elliott).

AMA/D-37 CALIFORNIA ENDURO
Rand Mtn., Randsburgs Redrock Rd. All classes. Drawing 2/7/84, Godfather Pizza, Santa Fe Springs. 1984 Not So "Bad Mountain Enduro". Start 8 am. Entry A&B $17, C $15. Info 213/906-1432 (Larry Curl).

ARIZONA DEER VALLEY MX
Deer Valley Cycle [illegible], Phoenix, AZ. 7th St. & D[illegible] Valley Rd. All classes. 33% tr[illegible], 100% Pro p.b. No pit riding. Ga[illegible] a.m., prac. 8, race 9. Entry $[illegible] Sptsmn, $15 Pro. Watch $5 ad[illegible] under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

Changed to 2nd & 4th SUN.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

February 25

IDAHO SHORT TRACK
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes includ. 3-wheel. 90% pb, Experts, 10% overall series winners. Trophs to overall pts. winner in Amateur class. Silecners reqd. Sign-up 4 pm, prac 6, race 7. Entry $10, $15 Exp., Pee-Wee, Micro Mini, Powder Puff and 3-heelers $5. Admission $3, 6-12 $1, child free. Owyhee M/C Club. Info 888-9528, 342-7439, 888-7357.

February 25

WASHINGTON FLATTRACK
Seattle Kingdome, Seattle, WA. Trophs, $1500 purse, 250cc. First 30 entries guaranteed. Promoters option to fill field to 50 entries. Race cars will also be a part of the program. Start 7 pm. Entry $15 if received before 2/11/84, $25 if after. WESCO Promotions. Info 206/776-4436 (Steve Henry) or, 745-8030 (Bob Henry).

February 26

D-38 CALIFORNIA HARE SCRAMBLES
Ancient Dry Lake Bed in Imperial County. Take I-8 East from San Diego exit Dunaway Rd., and follow the arrows to Huff Rd., and then turn to the pits. All classes includ. ATC. $1000 to 1st overall. $1000 to 2nd-10th. 70% entry fee payback. King class for bikes and ATCs, regular for everyone else. Prac Sat., race Sun. Entry $50 King class mail, $65 post. Reg class $20 mail, $25 post. Membership not reqd. Info 619/579-1320 after 5pm.

AMA/D-36 MARATHON
Cycleland Speedway, 14 mi. South of Chico, CA. US 99E and Nelson Rd. All classes. 20% trophs. Marathon from 2/26 - 3/18. Gate opens 7 am, race 9. Entry $10 per rider, $4 watch. Info 916/342-0063 (Lowell Moural).

D-37 CALIFORNIA HARE SCRAMBLES
Camp Rock Rd., limed from Lucerne, CA. All classes, NO ATC. Classic pins. 10 am start. Entry $15. Info 619/244-7321 or 213/443-3430.

AMA TEXAS FLAT TRACK
Devils Bowl Speedway, 1-20 E. of Dallas, TX, at Lawson Rd. Pro-Am classes. $500 to win 500-750 main event. Prac noon, races 2 pm. Info 817/488-9133 (Bob Bagwell).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

AMA/D-36 CALIFORNIA MOTOCROSS
Prairie City, CA. Hwy 50 to South on Prairie City Rd. R. on White Rock Rd, go 1.5 miles. Track entrance is on the left. All classes includ. 3-whlrs. Trophs, 100% Pro pb. Gates open 6:30 am, prac 7:30, race 9. Entry $15, $20 Exp, $10 3-whlr, $5 watch, $1 under 12. Info 916/988-5011 (Vasco DeMello).

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/261-6116.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 point. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

SRA DE ANZA GP
De Anza Cycle Park, Sunnymead, CA. 10 mi. E. of Riverside on Hwy. 60 to Theodore off-ramp. All classes. 20% trophies, finisher pins. 201-Open, and ATC/Ody prac in AM, race in AM. 0-200cc, Sen/Vets prac in PM, race in PM. Entry $12 mail, $15 post. SRA license reqd. Info 714/828-1358.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, Tx. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 818/881-5778.

March 3-4

D-37 CALIFORNIA GRAND PRIX
Riverside Raceway, Riverside, CA. All classes includ. Sidehacks and ATVs. D-37 pts. only, all riders welcome. Entry $27 mail, $40 post plus gate fee. Info 213/256-8578 (Gary Jones).

CALIFORNIA WINTERNATIONAL MOTOCROSS
Spillway Park, Santa Maria, CA. Just N. of Santa Maria River bed off Hwy 101. Classes; Old Timers and OTHG 2 days, Support on Sunday. Vintage Moto Sunday. OT and OTHG only 1975 or before. Trophs. Gates open 7:30 am, prac 8:30. Entry $25 two days, $12.50 one day. $5 gate fee. Old Timers MX Assoc. Info 213/945-3742 days, or, 699-2869 nights (Bob DeMiranda).

March 4

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. #10 East to 15E N., Orange Show Rd. exit, rght, left on Arrowhead. Division 1 Spring Classic. Handicap and Scratch format. 3 Jr. events (start at 1:45 pm). Rain date March 11. Tickets available at Ticketron or on race day. No reserved seating. Gates open 12:30 pm, Div. 1 at 2 pm. Info 818/446-0969 (Kay Rutherford).

CALIFORNIA ENDURO
Red Mountain, CA., at Teagle Wash. Marked from Hwy 395 and Trona Rd. All classes. Finisher pins, trophs, contingencies. Rain or shine. Start 8 am. Send entries to Chaparrals M/C, 22042 Calderas St., Mission Viejo, CA 92691. Entry $17, post $20. Chaparrals M/C. Info 714/528-3007 (Bill Adams).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sportsmen trophs, 100% Pro pb. Series awards presented at Weekend of Champions race March 18. Round 2 of Weekend of Champion series. Gate 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. 1-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 longmotos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

March 10

IDAHO SHORT TRACK
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes includ. 3-wheel. 90% pb, Experts, 10% overall series winners. Trophs to overall pts. winner in Amateur class. Silecners reqd. Sign-up 4 pm, prac 6, race 7. Entry $10, $15 Exp., Pee-Wee, Micro Mini, Powder Puff and 3-heelers $5. Admission $3, 6-12 $1, child free. Owyhee M/C Club. Info 888-9528, 342-7439, 888-7357.

March 11

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sportsmen trophs, 100% Pro pb. Series awards presented at Weekend of Champions race March 18. Third and final round of Weekend of Champion series. Gate 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 818/881-5778.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

March 18

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sportsmen trophs, $1500 Pro purse. Third annual Weekend of Champions. Trophies and awards presented for Weekend of Champions series winners today. 6:30 am, prac 8:30, race 9. Entry $20, $25 Pro, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from 1-20, 2 mi. to CR 471, right 21 mi. and turn left. All classes. Troph to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro pb is less than 15. Concessions, camping and elec. hookups. Gate open all night. Prac 9:30 am, race 11. Entry $5 gate, $10, $20 Expert. Info 214/882-4215 (Bill Law).

AMA/D-36 CALIFORNIA CROSS COUNTRY RACE
PCOHV Park. From Sacramento, East on Hwy 50 to Prairie City Rd., south to White Rock Rd. All classes. Trophs, finisher pins, $700 cash contingencies, Exp. only. Racing rain or shine. Gate open 6 am, racing starts 8:30. Entry $15 pre, $20 post, $20 pre, $25 post, Expert. Gate $3. Polka Dots M/C. Info 916/344-0280 (Joe Kimbriel).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10

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March 24

IDAHO SHORT TRACK
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes includ. 3-wheel. 90% pb, Experts, 10% overall series winners. Trophs to overall pts. winner in Amateur class. Silecners reqd. Sign-up 4 pm, prac 6, race 7. Entry $10, $15 Exp., Pee-Wee, Micro Mini, Powder Puff and 3-heelers $5. Admission $3, 6-12 $1, child free. Owyhee M/C Club. Info 888-9528, 342-7439, 888-7357.

March 25

ROAD RACE
Firebird International Raceway, Phoenix, AZ. 10 mi. S. of Phoenix on I-10 and Maricopa Rd. All clases. Trophs. Will accept any current road racing license instead of new riders school. New riders school starts at 7:30 am. Gate opens at 6:30 am. Prac 9, race 1. Entry $15 memb, $15 new riders school, $30 1st class, $15 addl. class. $3 watch. Info 602/973-2185, 247-5542 (Kevin Elliott).

April 15

AMA CALIFORNIA GP HARE SCRAMBLES
Shasta Dam, Redding, CA. All classes. $1000 Silver Bar for overall Expert, special jackpot overall Nov. and Ama. Entry $26 pre, includes T-shirt. Post entry no T-shirt. Info 916/243-4277 (Terry Rust).

April 22

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

May 13

CALIFORNIA GRAN PRIX
Rosarito Beach, Baja, CA. 25 miles south of San Diego, CA. All classes includ. ATC/Ody. Trophs and finisher pins. Entry $25 plus mandatory Mexican insurance $6. Hilltopper M/C Club. Info 213/428-4971 (Dave Oakleaf) or 714/952-4715 (Keith Reeves).

ROAD RUNS

February 12

AMA CALIFORNIA POKER RUN
Clements, CA. Start Marty Pizza, Hwy 88. Metal pins given. Race is limed from Hwy 99. Sign-in 9am-11am. Entry $4. Info 209/951-1563 (T. Voss).

February 26

AMA/D-37 POKER RUN
Start Accessories Unlimited, 26057 Bouquet Canyon Rd., Saugus, CA. Finisher pins, trophs. Sign-in 7-9:30 am. Entry $7 mail-in, $8 post. Pasadena M/C Club. Info 818/355-6268, 714/596-5120 or 818/768-5373.

March 3-4

CALIFORNIA HIGHWAY TOUR
Start at Hutchins Harley-Davidson/Yamaha, 55405 29 Palms Hwy, Yucca Valley, CA. Start 8 am Sat. San Felipe-Baja California Mexico Road Tour. Call or write for more info. No entry fees. U.S. Motorcycle Tours. Info 619/365-6311 (R. Hutchins).

March 11

AMA-D-37 HARE AND HOUND
Red Mountain, CA. Searles Station, limed N & S on 395 between Red Mtn. and Ridgecrest. All desert classes. No ATCs. Trophs. Beginners and 1st timers welcome. Start 9 am. Entry $16. HBMC. Info 714/637-4468 (Ron Paproski).

March 18

AMA/D-37 200 MILE RUN
Saugus, CA. Start Accessories Unlimited, 26057 Bouquet Cyn. Rd., Saugus, CA 91350. Start 7:30 am, $7 per rider. For more info 805/255-6522 (Boyce or Phyllis Williams) or 213/860-6053 (SCMA).

March 25

AMA/D-37 CALIFORNIA BIKE RIDE
Start at Honda of Pasadena, Pasadena, CA. Goes through Angeles Forest both on and off of Angeles Crest Hwy. This means both street and dirt. Starter pins, trophs, contingencies. Start at 7 am or 9 am. Entry $12 mail, $15 post. Info 714/673-6816 (Terry Nichols) or 213/256-4944 (Sheryll at D-37 office).

April 15

AMA/D-37 SCMA POKER RUN
Start 10965 Westminster Ave., Garden Grove, CA. Trophs, pins, AMA and SCMA pts paid. Start 8 am, under $7 per rider. Info 714/530-2453 (Sam Anderson).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

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OT NOV
Bob Rogers
Dennis Danaburn
OT AM
Erv Riffenburg
Harold Noell
OT EX
Stan Stanton
Jack Coulombe
VET NOV
Dave Taylor
Bill Freiling
VET AM
Tom Gardner
Jeff Wikoff
VET EX
Steve Ferroni
Buzz Presser

California State Trials Championship Series - 1983

EX
Kip Webb
Matt Pritchard
Mike Read
Clive Belvoir
Mark Oldar
Scott Head
Bim Miller
Oli Thordarson
Mike Lauxen
Dan Suffin
AMA
Kevin Norton
Robin Crocket
Reiji Nakayama
Reynold Hicklin
Shawn Jenks
Greg Papazain
Jon Tucker
Reece Fesler
NOV
Matt Bishop
Tim Walker
Katy Feland
Bill Bedford
Joe Fasola
SR AMA
Art Webster
Gil Smith
John Hussman
SR NOV
Bob Miller
EX
Dwaine Walters
Mike Lauxen
Oli Thordarson
Matt Pritchard
Mark Oldar
John Robertson
Kip Webb
Guy VanGaasbeek
Mark Webster
Jeff Fish
AMA
Reiji Nakayama
Scott Annand
Reynold Hicklin
Clive Hannon
Reece Fesler
Scott Riggs
Don Buxton
Darryl Stone
Chris McHugh
Rob Walters
NOV
Tim Walker
Clyde Butler
Joe Fasola
Katy Feland
Bill Hannon
John Stewart
Chris Butler
Mallory Hicklin
Phil Smith
Jeff Ortberg
BEG
Gregg Bush
Jeff Seifert
Jeff Latimer
Allan Ralls
John Swain
Don Ruth
Tom Lind
Henry Jay
Mitch Bornyasz
Carl Gruner
SR AMA
Gil Smith
Art Webster
Gary Conrad
Bob Thorton
Jack Hemingway
Gary Stewart
Harold Rich
Jack Wisler
SR NOV
Craig Hunter
Ron Stevens
Martin Argo
Bob Schlatter
Mick Vanaman
Bruce Bernbaum
Curt Fesler
Ralph Silber
Jerry Wiencek
Dean Hambrick
SR BEG
Bob Morris
Wayne Emge
Les Peterson
Maury Fracker
Howard Price
Ken Safranek
Steve Hill
Larry Greenville
Lou Gleason
Andy Anderson

1983 AMA Dragbike National Rankings

TOP FUEL	
Bo OBrochta	Kaw
Steve Suter	Kaw
Clark Sargis	Kaw
Nigel Patrick	Kaw
Anson Holley	HD
Larry Hayes	Hon
Russ Glashan	Kaw
Elmer Trett	Kaw
Paul Ray	Kaw
Ron Durham	Suz
FUNNYBIKE	
Larry Knight	Kaw
Jeff Lucarelli	Kaw
Kevin Tooma	Kaw
Bobby Baker	Kaw
Lester White	Kaw
Ron Revelle	Kaw
Richard Tanner	Kaw
Travis Johnson	Kaw
Dick Frey	Kaw
Floyd Huntz	Kaw
PRO STK ELIMINATOR	
Don Plesser	Kaw
Joe Folgore	Suz
Russ Nyberg	Kaw
Gary Watters	Suz
Steve Miles	Kaw
Dave Schultz	Kaw
Larry Cook	Kaw
Richard Smith	Suz
Charlie Gressman	Suz
Rick Gero	Suz
PRO COMPETITION	
Jim McClure	HD
Steve Molitor	Suz
Jim Dodich	Kaw
Jerry Meyers	Kaw
Chris Hoevenaar	Suz
Ray Bellucci	Kaw
Spike Sterling	HD
Keith Hyde	Kaw
Duane Wilson	Suz
Vicki Farr	Kaw
PRO DRAGSTER	
Mick Bengert	HD
Ray Lafayette	HD
Pete Rogers	HD
Rickie Mathis	HD
Steve Hopkins	HD
Bob Spina	HD
Rodney Kay	HD
Richard Clutts	HD
Steve Pifer	HD
Dave Caudill	Tri
COMPETITION ELIMINATOR	
Van Rayburn	Suz
James McGlocklin	Kaw
Gary Knuth	Kaw
Ray Richardson	Suz
Lee Strack	Kaw
Rusty Roland	HD
Dale Walker	Hon
Don Rothwell	HD
K.C. Spillers Jr	Tri
Jim Beatty	Kaw
MOD ELIMINATOR	
Dave Mackie	HD
Mike Hickey	Kaw
Bob Hartness	Hon
Rat Reed	HD
Michael F. Sherman	HD
Lonnie Billoups	Kaw
Richard Hargrove	Kaw
Marty Eslow	HD
Ray Hughes	HD
Lance Boyer	Suz
John DeLisle	Hon
Dee Genung	HD
Bob Totty	Hon
STK ELIMINATOR	
Bubba Cauthen	HD
Dalton Green	Kaw
Jim Rich	HD
Ed Malkiewicz	Hon
Michael Zenuch	HD
Dennis Philippie	HD
Mark Bailey	Suz
Ed Ciccoria	Suz
Mike Raque	HD
Stuart Hamby	Kaw
DIV CHAMPIONS: (Nat #1's ineligible)	
TOP FUEL CHAMPIONS:	
YANKEE DIV	
Sonny Michalowski	HD
DIXIE DIV	
Larry Hayes	Hon
MID AMERICA DIV	
Steve Suter	Suz
SOUTH CENTRAL	
Anson Holley	HD
NORTH CENTRAL	
Wendell McKeown	HD
WEST COAST	
Clark Sargis	Kaw
FUNNYBIKE	
YANKEE	
Travis Johnson	Kaw
DIXIE DIV	
Jeff Lucarelli	Kaw
MIDAMERICA DIV	
Kevin Tooma	Kaw
SOUTH CENTRAL	
Scott Fricker	Kaw
NORTH CENTRAL	
Ron Revelle	Kaw
WEST COAST	
Lester White	Kaw
PRO STK	
YANKEE DIV	
Joe Folgore	Suz
DIXIE DIV	
Russ Nyberg	Kaw
MIDAMERICA	
Gary Watters	Suz
NORTH CENTRAL	
Bob Raisbeck	Kaw
SOUTH CENTRAL	
John Baskin	Hon
WEST COAST	
Larry Cook	Kaw
PRO COMPETITION	
YANKEE DIV	
Stve Molitor	Suz
DIXIE DIV	
Jim Dodich	Kaw
MIDAMERICA	
Jerry Meyers	Kaw
SOUTH CENTRAL	
Vicki Farr	Kaw
NORTH CENTRAL	
Keith Hyde	Kaw
WEST COAST	
Ron Fringer	HD
PRO DRAGSTER	
YANKEE DIV	
Bob Spina	HD
DIXIE DIV	
Ron Lafayette	HD
MIDAMERICA	
Pete Rogers	HD
SOUTH CENTRAL	
Rodney D. Kay	HD
NORTH CENTRAL	
Steve Hopkins	HD
COMPETITION ELIMINATOR	
YANKEE DIV	
Ron Reagan	Yam
DIXIE DIV	
Gary Knuth	Kaw
MIDAMERICA	
Lee Strack	Kaw
NORTH CENTRAL	
Turk Dale	HD
SOUTH CENTRAL	
Don Rothwell	Suz
WEST COAST	
Ray Richardson	Suz
MOD ELIMINATOR	
YANKEE DIV	
Ray Hughes	HD
DIXIE DIV	
Mike Hickey	Kaw
MIDAMERICA	
Bob Hartness	Hon
NORTH CENTRAL	
Robert M. Bodven	Kaw
SOUTH CENTRAL	
Floyd Gaulden	Kaw
WEST COAST	
TIE:	
Lonnie Billoups	Kaw
Richard Hargrove	Kaw
STK ELIMINATOR	
YANKEE DIV	
Dennis Guth	Suz
DIXIE DIV	
Dalton Green	Kaw
MIDAMERICA	
Michael Zenuch	HD
NORTH CENTRAL	
John Partington	Hon
WEST COAST	
Ed Malkiewicz	Hon

Rocky Mountain Trials Association Year Ending 1983

Championship Series	
EX	
Morgan Kavanaugh	87
Bill Burgener	69
Dave Burke	62
Rod Tomson	43
Gary Baughman	41
Wiltz Wagner	38
Gary Doven	30.8
Bob Kirkegaard	30
Ted Arment	25
Scott Markowski	22
ADVANCED	
Reimund Kroeck	20.9
Jim Colt	13.7
Guy Bodin	12
Mark Manniko	8.5
Ronald Schmelzle	7.4
Pete Rudnick	6.9
Ron Williams	6.6
Charlie Urban	5.6
Kerrie Brokaw	4.3
Todd Tucker	3
Tom Hedwall	2.4
Dave Myers	2.1
Terry Peacock	2
Vic Valenti	1.6
Ron Gardner	1.3
Mike Shay	1.3
INT	
Mike Tarter	.8
Ed Manniko	.61
Rich Cavanaugh	.6
Willie Rotherham	.2
SENIOR SERIES	
Larry Crump	57
Bob Pick	44
Larry Lund	40
Rich Compton	39
Don Markowski	36
Jay Kavanaugh	25
Larry Schmelzle	24
Bill Brokaw	18
Gary Baughman	15
Ed Manniko	14
Ed Peacock	9.8
Jim Carboy	5.9
Ralph Kraig	4
J.D. Jones	3
Wayne Lawton	.8

AMA Dist. 38 Desert Racing 1983 Final Point Standings

VET	
Ed Mundy	4310
Pete Eunice	4130
Brett Cushing	3895
John Petterson	3760
Monte Lee	3740
Bob Huff	3400
Roccy Tuggle	3220
Duane Beatty	2900
Jim Richmond	2815
Dick Denison	2655
Chris Billings	2655
Lee Johnson	2630
Tim Long	2370
Gary Bailey	2210
Steve Reynolds	2195
Donnie Killgore	2210
Claude Maynard	1995
Farrel Williams	1945
Dale Russell	1840
Bill Ammon	1795
Thomas Gamble	1765
Bill Reams	1350
David Kriider	1320
Jim Callen	1175
Joe Stidman	1115
Robert Larson	1030
Steve Moerke	970
Tom Carrol	920
David Berg	905
Frank Sherfy	900
Mark Reno	850
Jake Clay	805
Michael Govern	660
Mick Collins	620
Wayne Cornelus	585
Bob Falkenberg	580
Ken Corum	560
Joseph Powers III	550
Bob Callen	520
Darrel Wagner	480
Raul Lawrence	450
Stephen Youngberg	420
Maurice Bagalini	415
Otis Fudpucker	285
Craig Peyer	260
Al Wright	255
Al Stark	240
Jim Marcom	230
Vern Green	210
John Thompson	180
Pat Flanigan	135
Jim Ham	100
John Fisher	90
125	
Ed Foland	4350
James Tucker	4240
Kirk Hester	4200
Bob Bell	3880
Roy Basin	3880
John Bird	3720
Bob Bird	3490
Joey Lane	3370
Mike Hardaway	2830
Mike McCoy	2710
Don DesRosiers	2650
Mike Pipkin	2330
Tim Hosking	2255
Tony Darr	2235
Pam Foland	2085
Steve Ruiz	2060
Scott Smith	2010
Troy Adams	1795
Kevin McLain	1440
Tony Graves	1345
Joe Rush	1290
Gary Altenburg	1260
Jeff Foland	1180
Scott Reams	1125
Ben Galindo Jr	1080
Henry Casillas	1050
Joe Lane	990
Tory Brookman	960
Tim Morton	850
Sean Cavins	740
Stephen Goldstein	705
Scott List	700
David Orozco Jr	510
Lawrence Angulo	450
Dennis Laughlin	450
Torsten Corum	250
Glenn Stone	170
Mike Hall	145
Mark Kilgore	135
Guy Schmidt	130
Terry Strauwald	0
Jeff Martin	0
William Goff	0
Mike Macfarlane	0

1983 SRA Final Point Standings

0-80	
Steve Wamboldt	280
Gene Baldwin	259
Chris Bamsey	231
Todd Hayes	238
Ron Jordan	206
Sloan Cooper	171
Mike Sandoval	124
Scott Brown	117
Frankie Fierro	114
Donny McGlaughlin	111
Don Hobbs	109
Jim Heck	107
Bill Warnick	104
Jim Mangold	101
Tom White	99
Chris Holmes	97
Jim Moore	95
Matt Foster	78
David Farris	77
Jimmy Summers	75
Scott Shafer	75
John Zack	75
Shon Shafer	73
Masa Shibuya	73
Jeff David	70
Sean Delvenne	70
Keith Senn	65
Guy McKissen	63
Richard Sanchez	62
Paul Howell	58
Brian McCorkle	53
Kevin Lamm	51
Joseph Tuttobene	49
Darrin Mochacsi	46
Willis Drake	44
Jason Collier	43
Bob Moore	40
Bader Manneh	40
Mike Healey	37
Scott Lloyd	37
Shane Trittler	35
John Conney	34
Bobby Fite	32
Dustin Evans	32
Michael Tuttobene	31
Anthony French	29
Frankie Brundage	29
Danny Madron	29
Jerry Driscoll	26
Ronnie Densford	25
Jason Jones	24
Terry Szucsko	23
Tim Wilson	23
Casey Hallahan	23
Tad Weedman	22
Kavika Shibuya	22
Erik Campbell	20
Craig Monty	19
Brett Byard	18
Chad Logan	16
Vanessa Henderson	16
Scott Hardin	16
Ronald Thomas	16
David Smith	15
Jim Bierman	15
James Summers	13
Steve Gumpert	12
Bradley Chuck	11
Scott Strangio	10
Mando Duran	8
Roger Anderson	8
Randy Smithley	6
Toby Munson	6
Ken Collie	4
Bill Mangold	4
Malinda Baker	4
Sean Gustin	4
Scott Russell	3
Mindy Brundage	2
Tom Robbins	2
Medardo Juarez	2
Craig Meador	1
Ryan Dietrich	1
81-200	
Jay Stranger	462
Randy Lowell	418
Robert Miller	344
Paul Bakus	328
Mark Vanscourt	326
Rob Hall	322
Craig Lee	315
Karl Davis	280
Dana Jones	265
Warren Barr	261
Duane Summers	236
Joseph Tuttobene	233
Joe Padilla	217
Greg Itson	214
Norman Francis	205
Douglas Haas	198
Shanon Shamblin	194
Jim Shamblin	191
Davis Wentz	176
Mike Neff	168
John Esposito	161
Matt Milne	153
Richard VanDerLinden	149
John Wendell	145
Chuck Carter	133
Mike Milne	128
George Kindelberger Jr	120
Tony Stangio	120
David Spencer	117
David Henderson	115
Kurt Pfeiffer	110
Randy Noriega	108
Simon Cheffins	108
Darren Gonzales	103
Greg Leivan	103
Albert Hazeltine	100
Dwayne Hollo	96
Ed Vitelli	94
Dan Miller	94
Robin Busse	83
Toni Marcdante	82
Ed Metro	81
Mike Sixbery	80
Scott Bamsey	77
Daryn Walls	72
Matt Zack	70
Jimmy Palmer	70
Kevin Brown	67
Brett Menzie	63
Joe Bolton	62
Jeff Foland	62
Brad Miller	61
Dave Menchaca	61
Brad Fay	60
Sean Smorick	59
Bobby Ali	57
Laren Elliott	55
Charlie Manno	55
Scott Dalton	53
Mike Hallahan	53
Ed Foland	53
Bill Decker	51
Curt Itson	50
Mike Williams	50
Gary Lacy	49
James Wentz	46
Mark Zoller	46
Keith Senn	45
Albert St. George	44
Alan Copeland	43
Kenny Collier	43
Steve Weck	40
Mark Heth	40
Scott Wilkinson	40
John Braasch	36
Robert Christolear	35
Scott Lohr	35
Tory Brookman	34
Michael Goodale	34
Dodd Medhurst	33
Gary Bacon	33
Greg Shearer	33
Nick Ramirez	32
Mark Milne	31
Doug Jopes	30
Bob Johnson	30
David Jensen	29
Wayne Jewell	29
Stirling Hopson	29
Kinney Jones	29
Bill Ingus	28
Deron Kramel	28
Ben Horio	28
Rodger Flatt	27
Chris Harris	27
Rob McDaniel	26
Bill Wiggins	26
George Ferrie	25
201-250	
Craig Adams	411
Greg Fountain	362
Chris Pennington	317
Mike Baker	294
Joe Steffen	268
Andy Sixbery	268
Jeff Barker	263
Roy Johnson	246
Leonard Johnson	243
Doug Young	228
Andre Butcher	225
Brett Duncan	210
Tom Woy	201
Phillip Throstensen	182
Mike Pennington	181
Mike Stroke	166
Steve Hostetler	161
Randy Hayes	160
John Townsend	159
Brian Manley	157
Jeff North	155
Charlie Hobbs	150
Rick Lee	147
Dale Dondel	143
Dan Malcher	130
Joseph Rebaolz	127
Dan Morgan	120
Bryan Statham	119
Frank Ruff	117
Randy Norman	114
Bradley Gray	113
Michael Kull	110
Ken Campbell	110
Albert Rodriguez	109
Kim Dorsey	103
Steve Dahle	99
Joe Zoller	97
Scott Bell	97
Johnny Sage	96
Mike Drown	96
Chuck Duran	95
Terry Snyder	93
Brendon Biggs	93
Dean Hall	89
Mike Glassey	88
Paul Bernard	84
Lou Ball	82
Joey Tuttobene	82
Steve Sixbery	78
John Penner	77
Bruce Mortensen	77
Brian Fountain	75
Thomas Gergen	73
Jim Meng	72
Jerry Cooper	71
Dan Dalton	69
Roland Dean	65
Rick Brown	66
Mark Garrett	66
Raymond Cates	66
Steve Riggins	65
Tom Shedden	63
Scott McEwen	63
Michael Heyler	62
Dean Dlouhy	61
Richard Anderson	61
Mark Barber	61

TROPHY PICKUP

SIMI VALLEY M.C. Dual European Scrambles. July 9 & 10; can be picked up at desert races in February. Bob Torgerson (818) 786-0457. (105-7)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Editor Sought
CYCLE NEWS, America's Weekly Motorcyle Newspaper, has an opening for an editorial staff member. Writing, editing, photographic and motorcycle skills essential; actual publication experience helpful. Resumes and work samples only; TO: Dale Brown, CYCLE NEWS, P.O. Box 498, Long Beach, CA 90801-0498. (504-7)

M/C Mechanic
Experienced mechanic with own tools needed full time. Excellent pay. Call NEWPORT VESPA —RIVA. (714) 642-8870. (104-5X)

Suzuki Mechanic
Our mechanics make over $20,000 per year. We also service Honda, Yamaha and Kawasaki. Don't call if you're just average. MARINA SUZUKI (213) 306-8595. (204-05/NW)

Field Sales Rep
To cover West of Washington State. $250 per week draw against commission. Must know motorcycle parts and accessory sales. Send resume to: ROCKY CYCLE CO., P.O. Box 1431, Sunnyvale, CA 94089. Or call Nancy (800) 538-1566. (204-6)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

Parts Manager
Immediate opening. Fast growing Honda dealer. Minimum 2 years experience. Salary open. HONDA OF MONTEBELLO; Bill (213) 724-6673. (204-5)

Mechanic Wanted
Honda or Yamaha shop experience necessary. IMMEDIATE OPENING. Located in "Smog FREE" Central California, 2 hours north of Los Angeles. (805) 928-2656. (204-5)

Honda Salesman
Auto or motorcycle experience preferred. Excellent pay plan. Red hot dealership, Palm Springs area. HONDA OF INDIO, 80126 Hwy. 111, Indio, CA. 92001. (619) 342-4484. (203-6)

Experienced Partsman Wanted
Contact Don At BELLFLOWER YAMAHA. (213) 925-5097. (202/TFN)

Sales Reps Wanted
Motocross BMX apparel company wants hard working sales reps. Must now be selling to motorcycle or bicycle shops and want to add to your line. (714) 683-3080. (105X)

Motorcycle salesman
CHAMPION MOTORCYCLES of COSTA MESA would like to hire a motorcycle salesman. Experience preferred. Call Lee at (714) 642-2311. (205-6/NW)

Honda Sales Person
Growing Honda dealership needs full or part time sales person. Must be honest and have knowledge of Honda products. For details call Mr. Thomas at TOWN & COUNTRY HONDA. (213) 773-2164. (205-6)

Mechanic
Experienced with potential for advancement to Service Manager. Call John at: SANTA ANA KAWASAKI to arrange interview. (714) 541-5217. (205-6)

Wanted Exp. Honda Partsman
Health Insurance, paid vacations, five day work week. Call immediately; ED (213) 531-1225. (105-6/NWX)

Computer Programmer
JT RACING has opportunity for experienced programmer to assume system management responsibilities. CP/M a must, CB80 a plus. Salary commensurate to experience. Must be willing to re-locate to San Diego, CA. Send resume (all resumes confidential) To: 3303 W. 35th, National City, CA. 92050. (305X/TFN)

Sales Reps Wanted
Custom logo sunglass manufacturer needs aggresive and responsible motorcycle reps throughout the U.S. Exclusive sales territory and professional factory back-up with high commissions. Already selling other lines OK. Call or write: SUN GRAPHICS, 44 W. Lancaster Ave., Dowingtown, PA 19335. (215) 873-0552. (105X)

Mechanic Wanted All Brands
Experienced, with tool, needed immediate. MOTORCYCLE CITY USA in Sunny Mission Viejo, Calif. (714) 495-3352. (205/TFN)

Always Room For Good People
Friendly, outgoing, helpful people needed in Parts; Service & Salesfloor. Call, write, or drop by MONTABELLO KAWASAKI, 111 E. Whittier Blvd., Montabello Blvd. Montabello, CA 90640. (213) 721-0591. (205-6)

Service Mgr Parts & Sales Help
Aggresive Service, Parts and Sales help needed for expanding Honda/Yamaha/Kawasaki dealer in El Centro, Calif. Experienced only, great opportunity and change of pace. Send resume or call IMPERIAL VALLEY CYCLE CENTER, 808 N. Imperial Ave., El Centro, CA 92243. (619) 353-2110. (105/NSWX)

Honda Mechanic
Minimum 5 years Honda experience. HONDA DEL RAY, call Doug (213) 391-6217. (205-6)

Sales
Inside sales position. Administrative experience desirable but not required. Excellent career platform for fast learner or accomplished veteran. Major motorcycle aftermarket manufacturer with National dealer network. Apply in person; Call (818) 999-3060 or send resume to: KERKER, 7900 Deering Ave., Canoga Park, CA 91304. (205-6)

Sales/General Management
Muffler/Expansion Chamber/Handlebar Mfg., looking for person who can spearhead new consolidated operation. Must be familiar with phases of motorcycle accessory distribution, plus knowledgeable in general business management. Parent Company well established and solid. Want the same in the new division. Good benefits, salary open to incentive negotiations. Send resume to: Cycle News, P.O. Box 498, Dept. B, Long Beach, CA 90801-0498. (105-6X)

Yamaha Mechanic
20 year Yamaha dealer needs qualified mechanic. WRIGHT MOTORS, Lodi, CA. (209) 368-8966. (105-6X)

Business Opportunities

$200,000 Capital Needed
Corporation being formed for production of patentable venturi valve for motorcycles' carburetors. Valve gives a large carburetor the throttle response of a small carburetor and a smoother powerband. Potential return 5-10 times investment. $50,000 minimum investment. University report and details to qualified investors. CYCLE NEWS, P.O. Box 498-Dept. C, Long Beach, CA 90801-0498. (105)

Motorcycle accident repair business. Frame, Front Front end, Mag wheel straightening, have salvage license. Low overhead, terms available. Call (818) 355-1788. (303-6X)

FOR SALE: (2) long established Honda Motorcycle Dealerships in Southern Arizona. P.O. Box 30864, Tucson, Ariz. 85751. (202-5/NSW)

Yamaha Dealership — So. Calif.
Excellent location; facilities. Twenty years in business. (619) 475-2760. (105X)

So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

** Attention Steve Gavin! **
Your "NEW" CR250 is waiting at Greg's. HAPPY BIRTHDAY with Love, from Thea. (105)

VF750F Interceptor
1700 miles, never raced, never wrecked. Red with racing seat and shop manual. $3600. (906) 644-2031. (105-6/NSW)

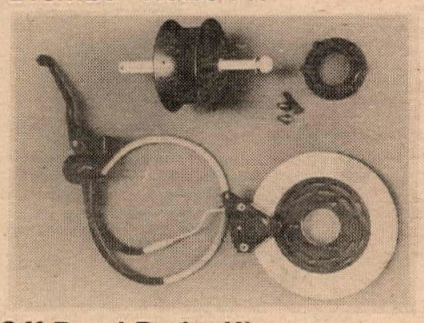
1980 HARLEY XR750: (404) 277-3165, after 6:30pm. (105-6/NE)

Yamaha TZ500G Road Racer
New crankshafts, pistons, ready to race. See at Daytona. $6,800. Patrick O'Leary, (904) 354-7711 days; (904) 388-4478 evenings. (104-6/NSE)

Wanted: H-D Sprint RR Chassis
Need tank, seat, fairing, frame, wheels for Harley Sprint CRTT road racer. Call Bill, (804) 353-7529. (104-5/NSE)

'83 KTM 495 MXC
Good condition, many extras, make offer. (406) 652-3197. (304-5)

Brembo Retro Fit



Off Road Brake Kit
For all off-road motorcycles, AVAILABLE NOW!! BREMBO BRAKES, P.O. Box 730, Kenwood, CA 95452. (707) 833-2622. (250-05/NW)

BRAND NEW ARAI HELMET, Lackey replica size 7½-7¾. Never used: $110. Also 17" Fox air-shocks with gauge: $80. Size 9 Scott plastic boots: $40. (415) 367-1721 or (415) 364-8879. (104-5)

1981 Yamaha SR500
Under 2,000 original miles. Excellent condition, like new! $1400/Firm. (714) 595-7806, days. (304-5)

Jawa CZ
1973 Jawa CZ 250, good condition. $400. Call (619) 561-6937, after 7 p.m. or on weekends anytime. (304-5)

1979 CAN AM 250 Qualifier, street licensed. $535/OBO. (714) 970-8300. (104-5)

'79 Bultaco 350 Trials
Excellent condition. $625. (213) 392-4893. (104-5)

Super Pro II
New model! Constant readout of next possible CHECK location plus other new features. Used by most of the National Top ten. $225. Upgrade earlier models to latest specs. $40. At your dealer or order direct. Call for FREE catalog. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (204/NSE/TFN)

TZ750 Brake Parts
Stock front and rear rotors and carriers, still in original boxes. $399. (617) 843-2462, Jim. (104-8/NE)

TZ250E-G
This bike has been in storage 2 years since son has been in college. Full spares kit and many extras. Race ready. $1,500. (603) 942-5535, ask for Peter or (603) 659-5532 after 6 p.m. (304-7/NE)

1982 BMW R65LS, 3200 miles, excellent condition. 3 year unlimited mileage warranty. $2900/or trade for newer 600XL Honda plus cash. (213) 452-0323. (104-5)

4-Valve Jawa Speedway
Fresh motor by Cody. Asking $1700/OBO. David (714) 957-9314, after 5 p.m. (104-5)

New Leathers
Never worn, blue and white fits 5'8"-5'9" person, 135 lbs. Lined and all padding. $300/OBO. (415) 344-8030. (304-5)

Wanted: 1973-75 125 Elsinore
Wanted for restoration. Must be in stock/near stock condition. Non-running OK if in good shape otherwise. Call David after 5 p.m. (213) 837-5855. (503-6)

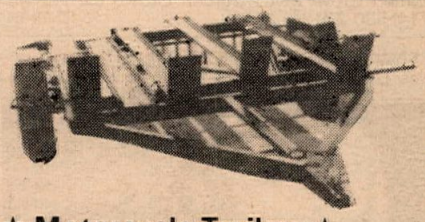
Daytona Interceptors!
Don't overheat — Heschimura Racing Oil Cooler Adaptors. (412) 935-4612, ask for Kevin. (204-5/NEX)

PRO-STOCK SUZUKI: Blocks for sale, 1198cc, 1260cc, complete, o-ringed gaskets, wristpins, buttons, pistons, $500 each. 1168cc Wiseco piston kit, new in boxes, $200. Prostock Megacycle cams, $200. Other parts for sale. (814) 695-7728. (304-5/NE)

Wanted Wanted Wanted
Dealers, persons wanting used dirt bikes. Have excess supply, want to move. (309) 692-3407. (104-7/NE)

BMW K100RS 4/Cyl $7500
(213) 530-6568. (304-5/NW)

(2) 1983 RM 250D's
Both like new, low hours, MUST SEE! $900/each/OBO. (714) 897-5143. (404-5)



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Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 861-7721 or 537-1380. (213/TFN)

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300x21 Metzeler 2-ply, $39.95. 410x18 Metzeler copy, $24.95. Answer MX bars, $14.95. Terrycables, $8.50. Ceet tank covers, $16.95. Ceet vented jerseys, $16.95. Boyesen reeds 20% off. Bell Moto-4, $139.95. Ceet MX pants, $75. Gold belts, $18.95. M. Robert plastic boots, $89.95. Ceet MX gloves, $17.95. Offer limited to current inventory. Sale ends 2/22/84. Mr. Cycle Parts, 58 Throckmorton Street, Freehold, NJ 07728. (201) 462-2016. (204-5/NE)

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GS1100 M.R.E. fully automatic 5 speed trans. Fits stock cases. Also, 1258cc Wiseco big block, never used, complete with new Wiseco piston kit. Call (814) 898-3524 days, ask for Jeff. (304-5/NSE)

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The all new air filter "RIP OFFs", allow only clean air into the air box area of your motorcycle. They attach to your airbox easily and can be changed in seconds with no tools. The "RIP OFFs" KEEP YOUR AIR FILTER CLEAN. the "RIP OFFs" are made of the highest quality urethane foam. THERE ARE TWO "RIP OFFs" PER PACKAGE, along with all the necessary materials needed for easy installation. Pat. applied for. $16.50. AT YOUR DEALER or direct: ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330-0628 (714) 674-4335. (203/TFN)

Guzzi LeMans 850 III $3995
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KNIGHT 500 HONDA: Augustine, Megacycle, Carrillo rod, Venolia, right hand shift, Grimeca, Fox, Ceriani forks, WM 4-5, motor fresh, one race. Best of everything. Can deliver to Houston. $3,800. (318) 855-9640. (104-5/NSE)

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CZ — Jawa — Babetta
Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

Pro Performance Riding School

MOTOCROSS class: Feb. 18th; Riverside. OFFROAD class: Feb. 19th; Lucerne Valley. (714) 673-6816. (104-6X)

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We will pay for your flight to Southern California ($250. max.) if you buy a new Laverda RGS. RGA or Corsa from us by 3/15/84. Pick it up here and ride it home! EUROPEAN CYCLE SPECIALTIES, 10301 Garden Grove Blvd., Garden Grove, CA 92643. (714) 530-2712. (203-6)

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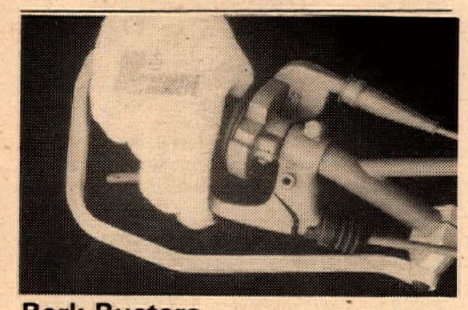

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Special design preferred by ALL National riders. The ONLY handguards with an attractive brushed finish and UNBREAKABLE, GUARANTEED. $49.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. BOX 1294N, Lacombe, LA 70445. (504) 882-3107. (204/NSE/TFN)

Taylor GP Fairings & Seats
Light weight, quality glass. F1 4-stroke, TZ250/750. Gustafsson Windscreens. STREET & COMPETITION CYCLE, (518) 272-5487; Mon-Fri 10-6 EST. (203-6)

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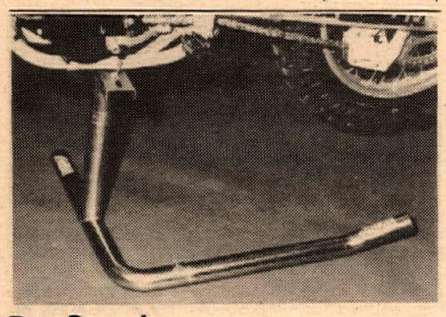
Excellent condition, very low hours, proven winner! Works Performance shock and dual line reservoir, 2 seats. $1450. Call Gil at Works Performance. (213) 701-1010. (303-6)

NEW CREDIT CARD! Nobody refused! Also Visa/MasterCard. Call (805) 687-6000, Ext. C-1299. (103-5/NWX)



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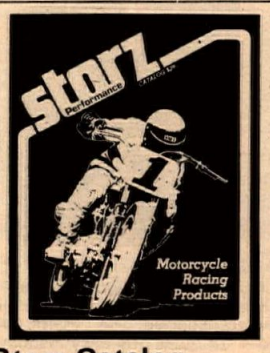

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Grimeca, Marzocchi, Lockheed, Mikuni, and much more. Send $2.00 to: STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (201/NW/TFN)

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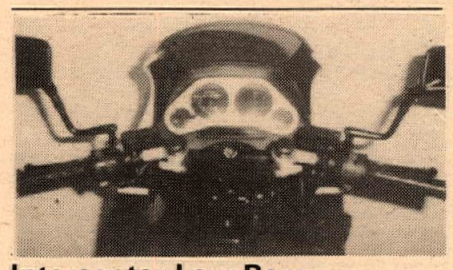

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Honda Interceptor low bars, 2½" lower than stock handlebars and half the weight. Strong chromemoly construction with a new finish. Retain all stock controls and cable. Comes with mounting hardware and instructions. Soon available for the 1000 and 500 Interceptor. $64.95. Fast UPS service. Manchester Honda, 30 Adams St., Manchester, CT 06040. (203) 646-0378. (201-7/EOI/NE)

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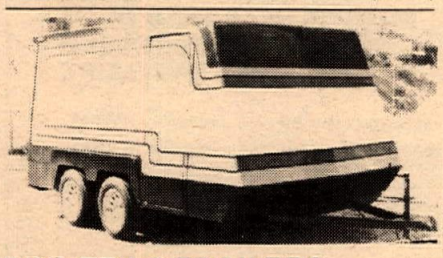

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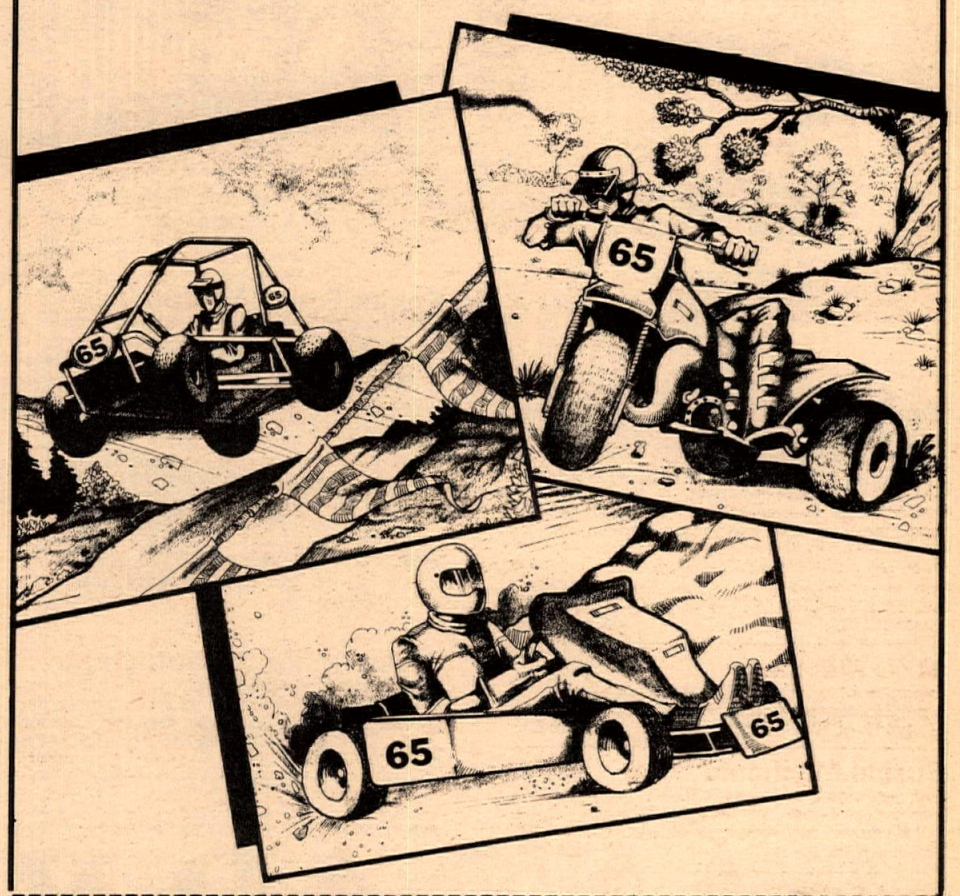

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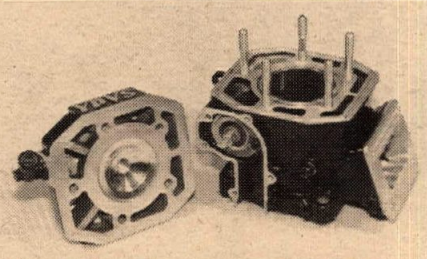
New motor, Bills pipe, Grimeca, Barnes, extra gearing, extra front wheel with front brake, more. For information call (602) 997-5422. (103-5)



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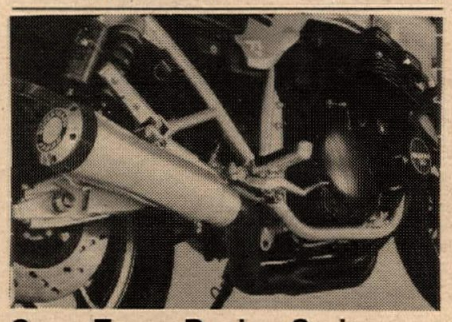

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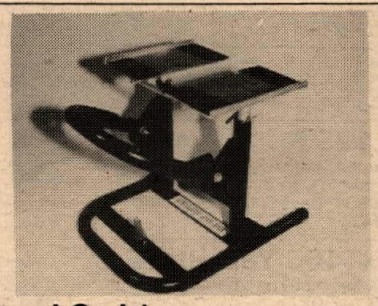

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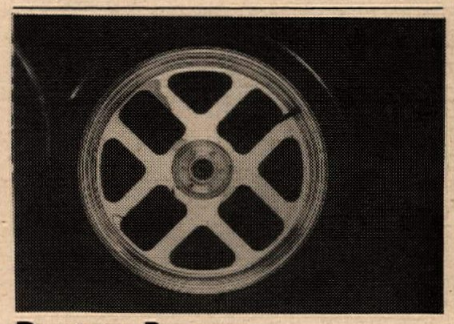

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Fully equipped and race ready. Too many spares and trick parts to list. Call between 8:00am and 1:00pm and after 7:00pm, Central time. (504) 769-6806. (1-5/NE)

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Ridden by Dave Emde - Winner of three Nationals in 1983, second in AMA Championship. Morris mags, Lectrons, Askland pipes, dual Lockheed front brakes, many spares. $4600. Bob Endicott (714) 673-4931; (714) 541-5343. (105/NW)

.....('83 HONDA CR-480).....Low hours, Enzo shock mod., Simons link fork mod., ridden very little. $1500. Call Ryan (213) 618-1744 or (213) 320-2242. (105)

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1980 KTM 175, clean. 1979 XR-185, very clean. $600/OBO/either one. (213) 434-5010. (105)

'83 XR500R, low miles, extras, purchased Oct. '83. $1550/OBO. (213) 532-1418. (105-6)

1982½ Husqvarna 500 6-speed
Excellent condition, must see! $1650/OBO. (213) 920-8249, evenings. (305)

1982 Husqvarna 430-CR
Immaculate condition, enduro ready! Must see! $1050. (213) 920-8249. (305)

125 Yamaha MX * $350
1976, Daughters bike, super condition, never raced. (714) 828-3816 or (714) 978-6966. (105)

1980 Husky 250 OR
Immaculate condition, many extras, must see! $825. (213) 457-7521. (305)

1979 Husky 390 WR
VDO, 11" travel, Ohlins, longer swingarm, Metzeler, skid plate, O ring chain. Seldom ridden, IMMACULATE! $950. (213) 546-1236. (305)

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Suzuki GS750; 3,000 miles: 844cc Wisco kit. Yoshimura exhaust, headwork, etc. Rearsets, handling kit, Michelins, Lockhart, S&W, MORE! Street legal - cheaper than GPz! Red frame, Black/Blue -Beautiful! $1995/OBO/Trade for BoxStock CB450T. (415) 967-8321. (105)

½ Mi Champion Yamaha 250
Ceriani, Koni, fresh engine, Lectron, Barnes, Bills pipe, lots of extras. Frame, glass, forks, cases, cylinders, cranks, heads, pistons, $1000 or $2000 for all. Allen (303) 744-7155 or Evenings (303) 936-7776. (105/NW)

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Don't have time, tools, knowledge to maintain your dirt bike? Let me do it for you! Very reasonable. Pick-up and delivery available. Repairs done at half what shops charge. Call Rob for details. (714) 861-5942. (105X)

1980 Suzuki GS1000S
Limited production, top condition, low miles, many extras. Must sell. $2200/OBO. (916) 332-5383, after 6:30 p.m. (105-6)

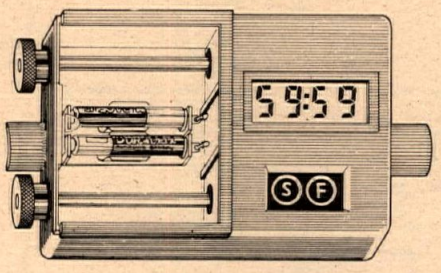
1982 Suzuki PE-175
Enduro ready. Runs good. $750. (415) 455-4165. (105)

'83 Honda XR350R
Ridden twice, only 150 miles. Excellent condition. $1700/OBO. (213) 476-3051 (message). (305-6)

Moto Guzzi - Laverda
ALL MODELS IN STOCK: LeMans III, SP 1000, California II; and LAVERDA RGS & RGA JOTA. "No fancy gimmicks, just friendly personalized service at competitive prices!" See them at WOODS MOTOR SHOP, 525 W. Colorado St., Glendale, CA 91204 or call (818) 956-0698, ask for Jim Woods. (205/206-NW)

FMF's 1984 CR-125 Engine Kit
Don Emler guarantees you'll have the FASTEST 1984 CR-125 production bike on the track with his new FMF bolt on engine kit! For over 10 years Don has been building the WORLD'S FASTEST HONDAS!! In fact, Emler Hondas have been in the hands of everyone from Marty Smith to Warren Reid! Kit includes: (1) FMF "works" pipe...$129.50 *** (1) "Stage 9" porting...$160 *** (1) Head mod...$30 *** (1) 36mm Mikuni carb...$90 *** (1) FREE FMF jersey. TOTAL PRICE: $399.50. Dealer Distributor inquiries invited. Join our 1984 RACING TEAM! Don Emler's FMF (213) 539-6884 (105/NWX)

Honda Lovers!
HUGE inventory clearance sale! All 1982 & 1983 motorcycles dirt & street. Call for prices. Lots of hard to find models including CBX's. We deliver. HONDA OF INDIO, 80126 Hwy. 111, Indio, CA. (619) 342-4484. (203-6)



THE COMBO $109.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. Dealer inquiries invited. COUNTDOWN (213) 348-8381. (243/NW/TFN)

Attn: Novice's Racing Frame
WASCO frame for XR500 Honda. Footpegs, brake lever, axle adjusters. $450/OBO. (206) 736-2791. (504/NW)

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Convertible top and tonneau. Am/Fm cassette. Automotive mag wheel and tire. Universal mounts and custom mounts for late model Guzzi. $1500/OBO. (602) 795-8726, after 5 p.m. MST. (105-6)

'80 Kawasaki KDX 175 $600
Excellent condition, new motor, zero miles, many extras. (213) 866-3042. (105-6)

'83 Yamaha IT250 * $1350
Excellent condition, low miles, Metzeler tires, heavy spring. (213) 866-3042. (105-6)

'83 Honda 480CR
Low hours, excellent condition, White Bros. suspension. $1400/OBO. (714) 645-3766, evenings. (105)

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Fresh engine, good condition, ideal starter bike, lowest price 4 valve around. Call Tom (714) 556-9840; (714) 859-8072. (305)

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Jollisport's quality, fit and protection has no equal. Don't trust your hands to the "Bargain" imitators! QUADRIFOGLIO, 5745 N. 11 St., Phoenix, AZ. 85014. (602) 265-5846. (305-6/NWX)

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Excellent condition, never raced, well maintained. See to appreciate! $700/Firm. (213) 530-7686. (105-7)

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Purchased new in November, ridden five times, perfect condition. (714) 677-5553. (105)

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Only eight races. $1100. (714) 859-4758. (405-6)

1983 Suzuki RM-125
Like new, must sell. $700/OBO. Tom (213) 595-7135, after 6 p.m. (305-6)

WANTED: 1982 Husky motor 250cc or 430cc. Call collect after 7:30 p.m. (602) 764-2735. (105-6)

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At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR; $1995. 1983 250-WR; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (205/TFN)

'83 Honda CR-480
Excellent condition, Boyesen Reeds, Simons link, modified forks and shock, tires like new, extras. $1450. (213) 928-8018. (505/106)

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The unique motorcycle stand with a folding handle and roller design for easier lifting. Two features like none other available! 1323 SE 17th St., Box 362, Ft. Lauderdale, FL 33316. (305) 524-4501, designed and built by Philip Kirkpatrick, President. (3-5/NEX)

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Superb condition! Rarely ridden, must SACRIFICE. $1200/or trade for Jet Ski. (213) 643-9425. (305)

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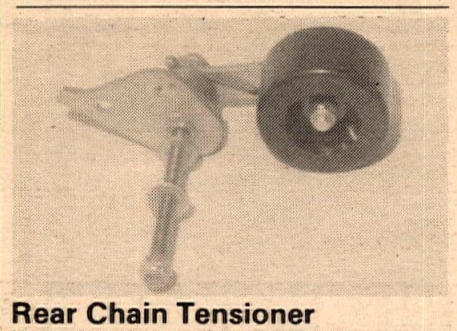

Rear Chain Tensioner
Heavy-duty tensioner for Harley-Davidson swingarm 74s, FL, FLH, FX, FXE. Easily installed. Applies proper tension to reduce chain adjustment, noise, vibration, sprocket and chain wear. Promotes smoother shifting. One year warranty. $44.95 complete. Send MO/check/inquiry to: LBV Engineering, 830 Foster Ave., Bensenville, IL 60106. (312) 766-1734. (105-6/NEX)

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Selling out. Two XR750 Harleys, fresh, one complete, Mert Lawwill built. Engine Dynamics built Viper XR500 Honda, $3,600. Viper CR250 Honda, $2,500. Lots of spares. (918) 835-2682. (105-8/NE)

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Less than 1000 miles, never raced. Completely stock. Have solo seat option. Beat the tariff. Offer over $3,500 only, please. Call Saturdays! (609) 772-6272. (305-6/NE)

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Best of everything, 2 Viper motors, Megacycle, Wiseco, White Bros. clutch, 40mm Delorto, Lectron, Bill's pipe, Marzocchi, Fox/S&W shocks, TT and ST set up. This bike was professionally built by Viper Racing for Brad Taylor. $3,250. Also, 1980 TT500 rolling chassis, $350. Call Brad, (815) 522-3867. (105/NSE)

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1981 CR-430 Husky * $800
1976 175cc Husky; $275, respectively, many extras. (805) 965-2160. (305-6)

Super! 1978 Yamaha TT500
Two tanks, spare parts, street licensed. $550/or trade for trials. Lake Isabella; (619) 379-3554. (105)

'80 YZ-465G enduro ready! Arm-stretch power, cherry condition, completely rebuilt, odometer, Petty light/number plate with all numbers, Answer, K&N, Dunlop, White. Bros., Terry cable, and more! Tons of extras. Mega bike for mini bucks, ready to race! $1100/OBO. Day (213) 345-6105, Evenings (213) 988-4041. (105)

1978 CB750-A Hondamatic
With fairing, saddlebags and travel trunk. $1195/OBO. Call Bill at (213) 944-0121. (205/TFN)

1982 BMW R65LS
Silver, all original, very well maintained. Rare sport bike, 14,000 miles. $3200/OBO. Call Andy at (714) 621-2342. Leave Message. (305-6)

TZ250E
Complete rolling chassis, asking $550. (405) 256-2183. (3-5/NE)

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You can buy motorcycles through the U.S. Government? Get the facts today! Call (312) 742-1142, ext. 9697. (1-5/NEX)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: WILLOW SPRINGS; March 3rd, April 3rd. RIVERSIDE; March 12,, April 16th. LAGUNA SECA; April 20th. SEARS POINT: April 21st. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (202-9)

Racing In '84?
Need quality custom leathers? Better check us first. SASE for catalog. Lou's Leathers, Rt. 1 Box 176AW, Elkhorn, KY 42733. (606) 787-5029. (205-8/E)

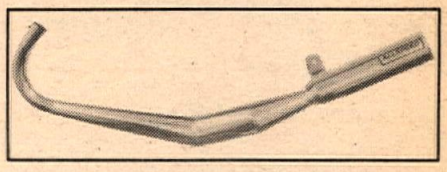
Used Suzuki Parts
1960 to current models. Save 50% or more. Hub Suzuki, 6990 49th St. North, Pinellas Park, FL 33565. (813) 527-8475. (205/NSEX)

TZ250J/CB900F
J-model with Taylor fairing, Lectrons, Dymags, spares. Only 2 races. $4,900. 1980 European 900F, 5500 miles, $2,500. Doug, (614) 452-5503. (105-7/NE)

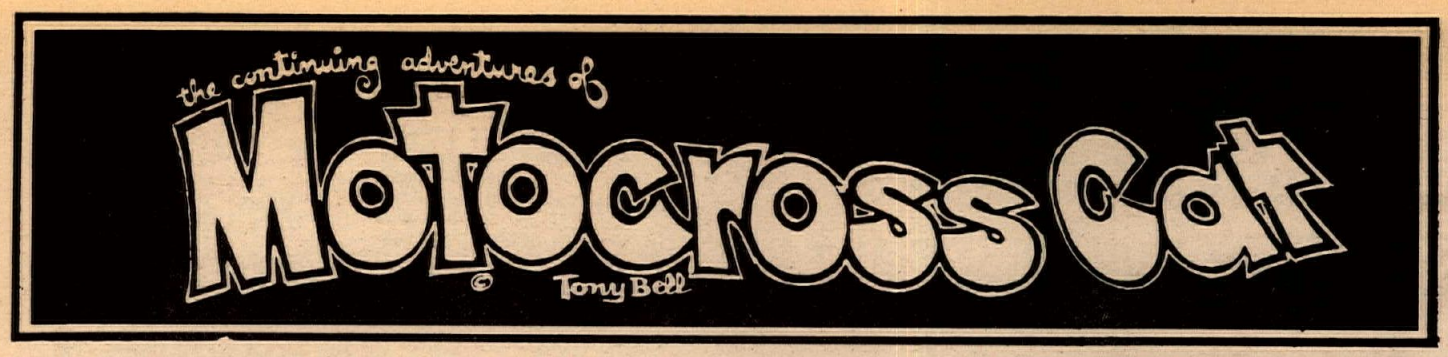
WANTED TO BUY: Bultaco Frontera, Ossa, Maico, 250-400 Enduro or MX. Exc. to new cond. Call (201) 541-6853. (105/NE)

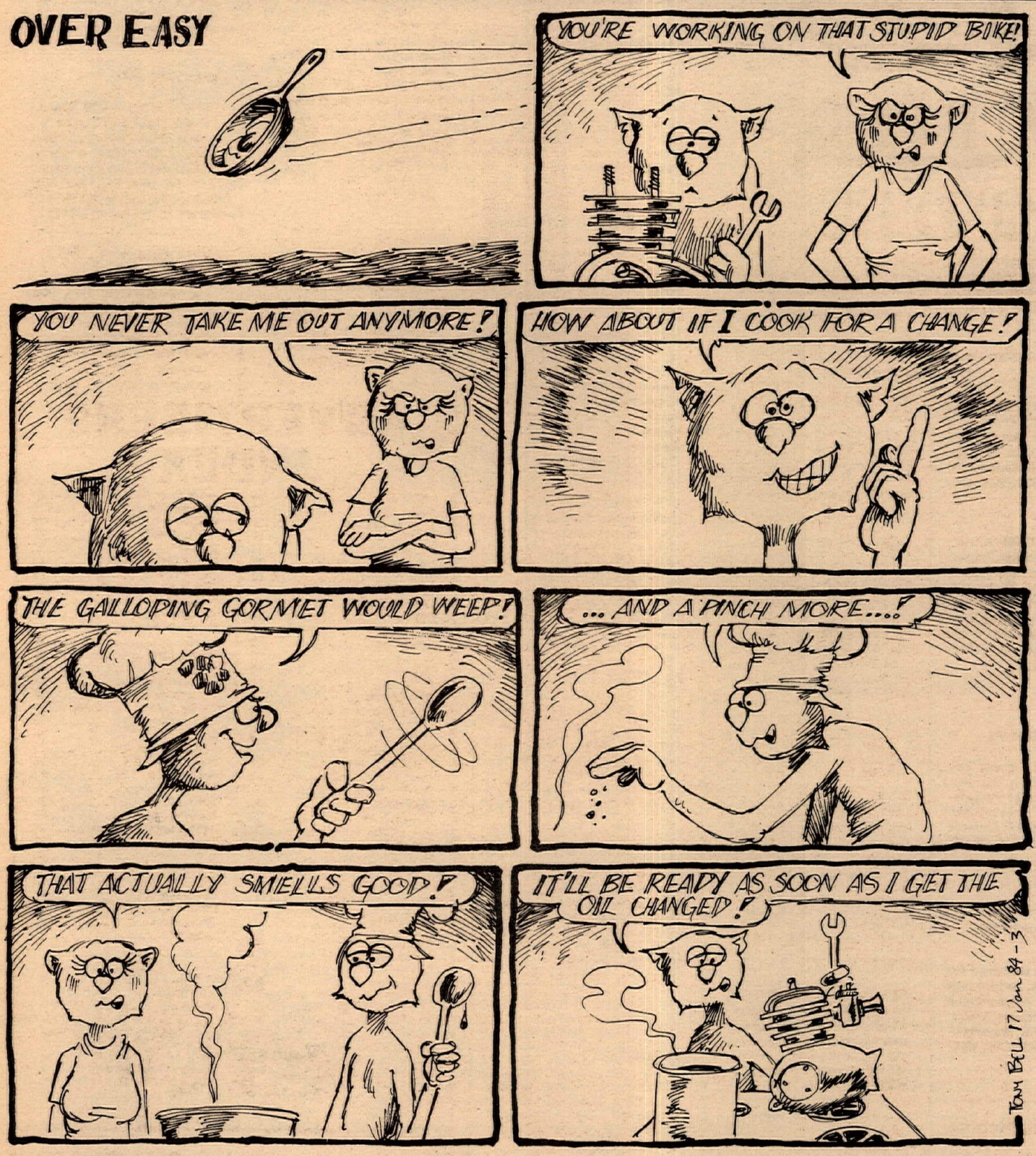
WANTED TO BUY: Yamaha TT500, IT125-465, excellent to new cond. Call (201) 541-6853, after 7pm. (105/NE)

Dieter G. Where Are You?
Four years is too long. Send parts or return $200. Ron, P.O. 404, Geneva, IL 60134. (305/NE)

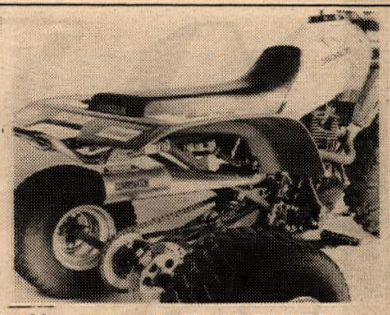


Allspeed Hyperformance Pipes Are Here!
Yamaha TZ350, available chrome or black ceramic. RSC Performance, P.O. Box 14664, Atlanta, GA 30324. (404) 876-3832. (1-5/8NEX)





16 Ft. Pro-Trac Trailer
Tandem brakes, chrome wheels, full awning, must sell! Trade/Offer. 1983 RM-125, R&D porting, airbox, 35mm Mikuni triple clamps, Answer silencer, bars, Metzeler tires. "New," just 25 minutes running time. $1100/OBO. 1982 RM—125, R&D porting, pipe, Answer silencer, bars, "fresh." $600/OBO. Many extras, "Pro-Gas" nitro tank, gauges. Much more, must sell, starting college. (619) 328-4391. (305-6)



Coffman's ATC 200X Pipe w/alum. megaphone silencer
COFFMAN'S has created a totally sano ATC 200X pipe with aluminum silencer! This one of a kind system offers tremendous horsepower as well as custom looks. Stock heat shield bolts up to head pipe. Easy to mount. (Same style available for Yamaha YTM225!) $84.95 Retail. Dealers Welcome. 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 897-2209 or (714) 891-7172. (205/NW)

1980 Honda XR-500
Purchased new March 1982. 1,576 original miles. Clean, great care. $775. (213) 348-2475. (105)

'81 Honda 450-CR
Fox shock, gold rims, excellent! First $550 takes it! (805) 984-1837. (305-6)

1983 V45 Sabre
8,600 miles. Rifle sport fairing, sport rack, stock and Canyon seats, black, great shape! $2900/OBO. Must sell; '84 Interceptor ordered. Call Dave, days (415) 877-0241. Evenings (415) 341-1591. (105)

Street Lic. XR500 Honda
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The Ferrari of Motorcycles
* 100% Parts availability. * European delivery. * Some dealer areas still available. SLATER BROS., POB 730, Kenwood, CA 95452. (707) 833-2622. (205-8/NW)

★ Water Cooled Husqvarna ★
Haven't you had enough of those Japanese clone crossers? Get on something new, something different. The 1984 Husky CR250. Once you get on a Husky, you'll NEVER get off! SOUTH CITY CYCLES, 511 Mayfair Ave., So. San Francisco, CA 94080. (415) 583-3519. (105X)

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Yes the ALL NEW KTM open bikes are here! Upside down W/P forks, new swingarm and much more. We also have 125's & 250's; Ready to ride! SOUTH CITY CYCLES, 511 Mayfair Ave., So. San Francisco, CA 94080. (415) 583-3519. (105X)

1983 11/12th Husky 500XC. One month, CR 6th gear, Clarke tank, extra trans., tire, skid plate, toolbox, much more! Mint! Wife pregnant. $2200. (213) 767-3675. (105-6)

RAD Banzai Jerseys
New Japanese styled motorcross jerseys representing your make of bike in authentic oriental characters: Honda; Yamaha; Suzuki; Kawasaki or RAD styles. S-M-L-XL sizes. 100% pre-shrunk cotton. Team colors on white. Send: $14.95 + Calif. 6% tax + $1.50 shipping to: RAD Racing Products, P.O. Box 5855, Riverside, CA 92517-5855 or call (714) 683-3080 for more information and catalog. (Dealer inquiries invited) (714) 683-3080. (105X)

Husky 510TE 4 Stroke Enduro
Modifications and extras. Best offer. (916) 872-8963. (105-6)

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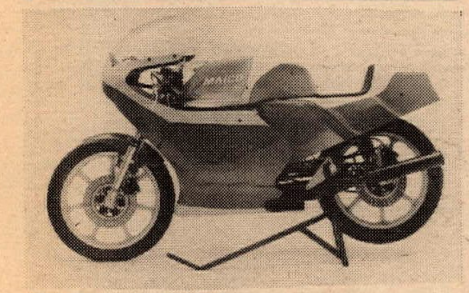
Achtung! TZ750 Monoshock!!!
Runs excellent, good condition, full fairing, mags and YES — street licensed! $3500. (209) 667-2969. (105-6)

1982 KTM 495 * $1400/OBO
Clean, very fast, excellent condition. (714) 895-6791, after 6 p.m. (105-7)



Collector's Machine
Maico 250 water-pumper Gold Cup road racer. Only one in USA. As new! (Used 1 hour for test!) $2575. (213) 328-8234. (105)

'81 Husqvarna 430CR
Excellent condition, new rear tire, (2) extra gas tanks, $1200/OBO. Bakersfield (805) 323-6385, 4 p.m.-8 p.m. (105-6)

'80 Yamaha 650 Special
Immaculate condition! Special pipes and carbs. Only 4,000 miles, rarely ridden. $1450. Days (213) 615-1083, Evenings (213) 518-4177. (105-6)

'83 250CR Husqvarna
Desert ready, 4 gallon tank, $1400. 1982 250CR engine, $250. Pipe; $45. Frame & swingarm, $75. 1978 Bultaco 370 Pursang, $400. (714) 645-4573. (305-6)

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Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

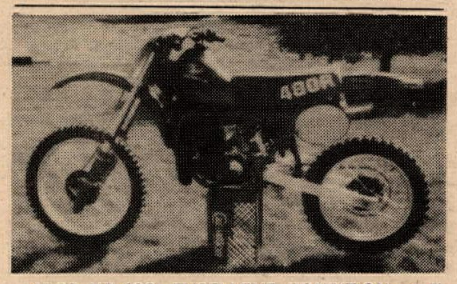
'83 GS750ES Suzuki
Box stock, showroom condition, must see! 3,000 miles, Michelin front tire, bike cover. $2700/OBO. Days (213) 348-7367; Evenings (805) 498-8135. (305-6)

McQueens '71 Husky 400
Titanium frame, Curnutt shocks, excellent condition, extra parts and tools. $550/OBO. (714) 679-4905. (105)

1982 HONDA XR200. Immaculate. $875. 1977 TT500, immaculate, licensed, new tire. $775. (213) 927-2961. (405)

Suzuki 1982 80cc Mini
Like new, hardly used! $375. (213) 328-8234. (104)

Maico 1982 490MX
Rarely used, never raced! Aluminum arm, muffler, Boost bottle, factory shock, S/S bars, modified forks, plus more! $1050. (213) 328-8234. (104)



1982 CR-480, EXCELLENT CONDITION, well maintained, extras. $1100. (805) 642-7152. (105)

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CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

GET THE JOB DONE RIGHT! —Boring by top machinists. Sunnen-Mandrel honing to factory specs. Complete machine shop serv., cranks reblt., etc. Same day serv., cash/charge. Mike Condit's M/C Service, 7225 Canoga Ave., Canoga Park, CA 91630. (213) 346-0472.

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EXTRUDE HONE'S power flow process dynamically improves Top-End & Midrange Performance on any two cycle cylinder. Extrude Hone, 6845 E. Compton Blvd., Paramount, CA 90723. (213) 531-2976.

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BELL HELMETS — Know about their factory Customer Service Dept? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or (714) 522-8292.

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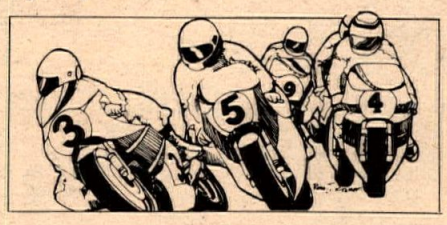

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